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HONG KONG, SUNDAY, MARCH 31, 1929.

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CHINA'S CIVIL WAR

THE STRUGGLE FOR SUPREMACY TROOP MOVEMENTS

More Disquieting Features: A Military Demand

FEARED ATTACK ON HANKOW

The latest telegrams to hand make it clear that the factional struggle for supremacy is now moving more rapidly and that very considerable preparation has led up to the present state of affairs. 30,000 Wuhan troops have massed either to guard against a possible surprise advance of the "Christian General's" troops or to reinforce their comrades falling back from Wusueh. Wu-Han troops appear to continue confident and they are evidently relying upon an early arrival of armies from Kwangsi and Kwangtung. Chiang Kai-shek, it is believed, has a general offensive to be lodged as, it is stated, "The Central Authorities (Nanking) wish to conclude the expedition in the shortest possible time."

MILITARISTS DEMAND \$5,000,000

Shanghai, Yesterday.

A telegram from Hankow, of March 28, states that Chinese business men here are in an uproar as the result of a demand from the militarists for a loan of \$5,000,000.

The tension locally has increased as the result of a renewal of the activities of the pressgangs and military preparations generally.

It is possible that the defection of General Li Ping-hsien, General Ho Chien and others is giving the Kwangsi clique considerable anxiety. It is reliably reported that General Feng Yu-hsiang is seizing rolling stock on the Peking-Hankow Railway and is concentrating large forces at Chengchow.

Wu-Han Troops
A Hankow telegram of March 29 states:

Large detachments of troops are moving down the river in steam launches and junks. It is reported that 30,000 Wu-Han troops are massing at Seven Mile Creek but whether to guard against a surprise advance by Feng Yu-hsiang on Hankow or to reinforce Wu-Han troops falling back from Wusueh is unknown.

The confidence of the Wu-Han troops appears to be unshaken. It seems that they are relying upon the early arrival of armies from Kwangsi and Kwangtung.

Disquieting Features

On the other hand disquieting

'TRUE' GOVERNMENT

Reaction of the Press in Wuchow

[From Our Own Correspondent.]

Wuchow, Wednesday.
In view of the present impasse between the Nanking Government, represented by Marshal Chiang Kai-shek, and the powerful Kwangsi clique, composed of Generals Li Tsung-jen, Li Chai-sum, Pei Hsueh-hsi and Wang Shao-hung, interest is centring around two places, Nanking and the province of Kwangsi. Several days ago Generals Li Tsung-jen and Wang Shao-hung arrived in Wuchow rather unexpectedly. Their presence in the city was not announced through the columns of the local newspapers until the following day.

Yesterday, they left by motor car for the provincial capital, Nanning, to attend to official business in connection with the dispatching of troops.

Contingents are being sent north through Kwelin to the Kwangsi-Hunan border and on up north into Hupeh province. Other units are moving eastward overland to the North River area of Kwangtung province with Shuechau and the Kwangtung-Kiangsi border as their posts.

Travellers attempting to go overland from Nanning to Luchau have reported that all motor cars have been commandeered for troop movements, so that the road is therefore closed for public travelling.

Traitors to Party!

It is interesting to note the reaction of the local Press. Articles are appearing attacking Marshal Chiang and his supporters. These articles brand them as Communists, as enemies of their country, and as traitors to their party. They call

features are the number of officials who are quietly moving into the concession area and that the banks are being inundated with demands for remittances upon Shanghai.

Chiang Kai-shek
A telegram from Kiukiang states that Chiang Kai-shek has arrived there.

A Kuomin Agency message from Nanking says that according to an official communique Chiang Ting-wen's ninth division is nearing Hwangchow.

It is understood that Chiang Kai-shek has ordered Chu Pei-teh, Liu Chih and Han Fu-chu to (Continued on Page 26.)

CHINA AND JAPAN

The Nanking & Hankow Incidents

'PROBLEME SETTLEMENT'

Tokyo, Yesterday.
It is learned on good authority that Mr. Yoshizawa (the Japanese Minister) will probably meet Dr. C. T. Wang (China's Minister for Foreign Affairs) on April 1, for the purpose of settling the Nanking and Hankow incidents.

It is understood that an agreement was practically reached in the preliminary negotiations between Mr. Yada and Dr. Wang. No hitch is expected.

No Meeting To-day

Dr. C. T. Wang and Dr. Yoshizawa did not meet to-day owing to the indisposition of Chow Lung-kuan, chief of the Asiatic Department of the Foreign Office.—Reuter.

for the overthrow of the National Government as represented by the Nanking officials, claiming, on the other hand, that the Government as represented by the Kwangsi faction is the true Nationalist Government. The papers are making much of the reported telegrams of General Feng Yu-hsiang and Marshal Yen Shih-shan demanding of the Nanking Government an explanation as to the "detention" of Marshal Li Chai-sum. Local supporters are interpreting this as meaning that the two Marshals, Feng and Yen, will throw in their support with the Kwangsi faction.

[Feng is reported since to have thrown in his lot with Chiang Kai-shek.]
Hong Kong Notes Favoured
The money market is very unsettled, which is natural in view of the state of affairs. Hong Kong currency has been quoted two for one in terms of the provincial paper notes. The exchange rate to-day is a little steadier, being at 87. However, it is difficult to secure Hong Kong notes from even the larger banks in the city. The reason for this is due to the fact that people with large sums have hurriedly bought up all available Hong Kong notes, fearing that in the event of war the provincial notes would be worthless.

Many officers in the army, on receiving orders to proceed to the front, have immediately changed their salaries into Hong Kong currency, knowing that this is current throughout the various provinces, and at a high rate of exchange.

There is no disorder or trouble reported within the province, and the Government is exercising every precaution to preserve peace and order.

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

SATURDAY'S DRAWINGS

The following are the results of the sweeps at Saturday's races:—

Race 1.
No. 319 \$779.80
" 16 222.80
" 356 111.40
Unplaced runner (\$50.00). No. 298.

Race 2.
No. 396 \$852.60
" 92 243.60
" 352 121.80
Unplaced runners (\$50.00 each). Nos. 146, 162, 15, 203, 164, 59, 420, 242, 408.

Race 3.
No. 100 \$1,055.60
" 352 301.60
" 159 150.80
Unplaced runners (\$50.00 each). Nos. 138, 448, 238, 139, 381, 496, 191, 146, 380, 487, 383, 283.

THE "CHINA MAIL"

To-morrow, Easter Monday, being a Bank holiday, the "China Mail" will be published at the "usual holiday hour," that is, mid-day.

Race 4.
No. 1 \$2,755.20
" 457 787.20
" 109 233.60
Unplaced runners (\$50.00 each). Nos. 608, 577, 516, 115.

Race 6.
No. 71 \$872.10
" 346 872.10
" 448 193.80
Unplaced runners (\$50.00 each). Nos. 597, 250, 230, 492, 299, 356, 567, 118, 397.

Race 7.
No. 272 \$1,356.60
" 258 387.60
" 499 193.80
Unplaced runners (\$50.00 each). Nos. 162, 506, 256, 559, 525, 504, 518, 370, 296, 245, 376.

Race 8.
No. 131 \$1,468.60
" 414 419.60
" 103 209.80
Unplaced runner (\$50.00 each). No. 455.

Race 9.
No. 531 \$1,612.80
" 54 345.60
" 570 345.60
Unplaced runners (\$50.00 each). Nos. 621, 97, 201, 596.

Things That Matter

To-day's Diary

Easter Sunday.
Entertainments.—Queen's, "Detectives"; Star, "The King of Kings", 2.30 p.m. and 5.30 p.m.; Majestic Theatre, "The Merry Widow"; Banvard Musical Company present "Lido Lady", Star Theatre, 9.15 p.m.; World Theatre, "Wolf Fangs"; Peninsula Hotel Band Concert, 9.15 p.m.

Lighting-up Time.—6.38 a.m. Sports.—Golf, Easter Meeting; Volunteers Rifle Meeting; Stonecutters Island; Fanning Hunt Cross Country Scramble, 10.30 a.m.

Tides.—High, 2.03 a.m. and 12.09 p.m.; Low, 5.53 a.m. and 6.33 p.m.

Weather Forecast
E. winds, moderate; overcast; some drizzle or mist.

Home Mails

Outward.—To-morrow, noon ("President Grant") via Siberia.

The Dollar

The closing rate of the dollar on demand on Thursday was 1/11 13-16d.

TWO DEAD HEATS

EXCELLENT SPORT AT THE RACES

MR. HEARD'S FOUR WINS

"John Peel" Stable Does Well in Extra Meeting

FAVOURITES & OUTSIDERS SHARE THE SPOILS

Excellent sport to-morrow, the second day of the Hong Kong Jockey Club's second extra meeting of the season, was forecast by the thrilling racing yesterday, the first day.

With the rain keeping off, some big fields now and then, close finishes, two dead heats and an almost equal distribution of successful favourites and outsiders, the big crowd went home pleased.

Everything went off without a hitch, although there were one or two instances of ponies being interfered with when all out. Dividends were maintained at a satisfactory level and the cash sweeps were well patronised.

THREE CONSECUTIVE VICTORIES

Mr. A. J. P. Heard, who is now stationed here, on transfer from Shanghai, came into his own—as one of the "star" gentlemen riders on the China Coast—with four victories in six attempts. Three were in consecutive races, his record for the day being:—

1st d.n.s.; 2nd won; 3rd won; 4th won; 5th d.n.s.; 6th, ran fourth; 7th won; 8th, ran third; 9th d.n.s.—(d.n.s. denotes did not start).

That Mr. Heard's capabilities are recognised is evident from the fact that all his firsts were on favourites.

Ex-Derby Winner

Next to Mr. Heard came Mr. G. U. da Roza, who won the opening race and dead-heated for first place in another event.

Mr. F. M. L. Soares, who is the only jockey taking part in local racing at present to have won the Hong Kong Derby (the honour having been denied to Mr. Heard in a long career), came into his own by catching the judge's eye in the last race of the day.

Of the owners, Mr. "John Peel" (Mr. B. D. F. Beith) saw Mr. Heard carry the dark blue and white braid in twice. And Mr. Beith was also associated in Mr. Heard's other two winners.

Times Good

Times did not disappoint, considering that the course had been subject to half an inch of rain the day before. Where fields were small, the finishes were close. Where a fairly large number of ponies faced the starter, there were always a few in at the death to maintain interest to the last stride.

Favourites claimed the first four races, two returning less than even. Then came Monterey Bay (Mr. Y. M. Loo, of Macao, up) with \$175.50. After that outsiders beat the "book of form" three times more and only one favourite justified expectations.

Cash sweep results are given separately on this page. Racing details follow:—

1.—Colonial Stakes: Five Furlongs.
For China Ponies. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

L. Dunbar's Bakers Bay 158 lbs. (Mr. da Roza) 1
Bennett & Cave's San Francisco 158 lbs. (Mr. Bulteel) 2
Liang & Wong's O-Moon 168 lbs. (Mr. Wong) 3
Cheng & Ng's Glory 157 lbs. (Mr. Charles) 0

Time: 1 min. 16 secs.
A head, 4 lengths.
Pari-mutuel: winner \$9.00; places, 1st \$6.50; 2nd \$9.80.

Winner Places
Bakers Bay 444 316
O-Moon 254 248
San Francisco 181 101
Glory 13 14

In a splendid tussle up the straight, the favourite, Bakers Bay, overhauled San Francisco in the last few strides after a grim effort to get on terms, and just clinched the odds of 5 to 4 on. The favourite drew the rails' berth but San Francisco got away best when the flag fell. O-Moon was three lengths to the back at the start but quickly disposed of Glory. Mr. G. U. da Roza, on Bakers Bay, was content to follow. San Francisco round until the top of the straight when he drew out and launched his successful challenge. Mr. T. O. Bulteel appeared to make the mistake of not trying to increase his lead in the first three furlongs and thereby suffered by comparison at the critical moment. O-Moon was

ridden all out but was receding after three furlongs and, not seeming to like the rather soft going, finished a poor third.

2.—Commonwealth Handicap: "C" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Dyer & Beith's Tangle 160 lbs. (Mr. Heard) 1
Splitt's Half Pint 144 lbs. (Mr. Harriman) 2
Ip & Mo's Inca 167 lbs. (Mr. da Roza) 3

James's Rummy 150 lbs. (Mr. Reidy) 4
Mancunian's Alderley 143 lbs. (Mr. Backhouse) 0
Dynasty's Dark Eyes 154 lbs. (Mr. Bulteel) 0

Mrs. Charles's May 157 lbs. (Mr. Charles) 0
D. A. Cave's Movanager 155 lbs. (Mr. Mockler) 0
Hynes & Mackie's Pumpkin 147 lbs. (Mr. Clark) 0

H. K. Wong's Shig 150 lbs. (Mr. Wong) 0
Mrs. W. T. So's Tangle 150 lbs. (Mr. Stanton) 0
Wood 146 lbs. (Mr. Stanton) 0
Mac's Zephyr 154 lbs. (Mr. Churchill) 0

Time: 1 min. 36.2/5 secs, 1 1/2 lengths, 1/2 length.
Pari-mutuel, winner \$14.80; places, 1st \$7.20; 2nd \$21.80; 3rd \$24.10.

Winner Places
Tangle 271 655
Dark Eyes 201 473
Pumpkin 110 197
May 81 113
Inca 46 78
Half Pint 46 89
Rummy 41 74
Zephyr 23 44
Silver Stag 33 81
Alderley 25 65
Touch Wood 13 20
Movanager 6 22

Tangle, the favourite, was not leading until at the distance post from which stage there was never any doubt as to first place but there was a stiff fight for the remaining places.

May was first to show out but another outsider in Half Pint soon joined company on the outside. After two furlongs, Alderley swept past the van and established a commanding lead. This pony looked as if he would win, but, on entering the straight, ran terribly wide and got lost, literally, in the field which came up.

Half Pint had slipped into the lead, followed by Tangle, which Mr. A. J. P. Heard had brought up steadily. Half Pint hung on with several others coming into the picture. Inca's effort, on the rails, was belated; catching up Half Pint at every stride, he just lost second berth. Rummy, on the outside, was close up fourth, with Movanager and Dark Eyes (the latter second favourite) next best.

3.—Commonwealth Handicap: "B" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

John Peel's Huntington 157 lbs. (Mr. Heard) 1
Stanley & Reidy's Blue World 159 lbs. (Mr. Stanton) 2
Yam Man's Blue Danube 161 lbs. (Mr. da Roza) 3
Wong Ping-shun's Thunderbolt 168 lbs. (Mr. Soares) 4
Ulster's Ace of Spades 147 lbs. (Mr. Lee) 0
R. M. Austin's Brigade Call 152 lbs. (Mr. Churchill) 0

Time: 1 min. 16 secs.
A head, 4 lengths.
Pari-mutuel, winner \$9.00; places, 1st \$6.50; 2nd \$9.80.

Winner Places
Huntington 271 655
Blue World 201 473
Thunderbolt 110 197
Ace of Spades 81 113
Blue Danube 46 78
Brigade Call 41 74
Thunderbolt 23 44
Ace of Spades 33 81
Blue World 25 65
Thunderbolt 13 20
Brigade Call 6 22

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4.—Commonwealth Handicap: "A" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

John Peel's Huntington 157 lbs. (Mr. Heard) 1
Stanley & Reidy's Blue World 159 lbs. (Mr. Stanton) 2
Yam Man's Blue Danube 161 lbs. (Mr. da Roza) 3
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Ulster's Ace of Spades 147 lbs. (Mr. Lee) 0
R. M. Austin's Brigade Call 152 lbs. (Mr. Churchill) 0

Time: 1 min. 16 secs.
A head, 4 lengths.
Pari-mutuel, winner \$9.00; places, 1st \$6.50; 2nd \$9.80.

Winner Places
Huntington 271 655
Blue World 201 473
Thunderbolt 110 197
Ace of Spades 81 113
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5.—Commonwealth Handicap: "C" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

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Stanley & Reidy's Blue World 159 lbs. (Mr. Stanton) 2
Yam Man's Blue Danube 161 lbs. (Mr. da Roza) 3
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Ulster's Ace of Spades 147 lbs. (Mr. Lee) 0
R. M. Austin's Brigade Call 152 lbs. (Mr. Churchill) 0

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Thunderbolt 13 20
Brigade Call 6 22

(Continued on Page 80.)

WHITEAWAYS

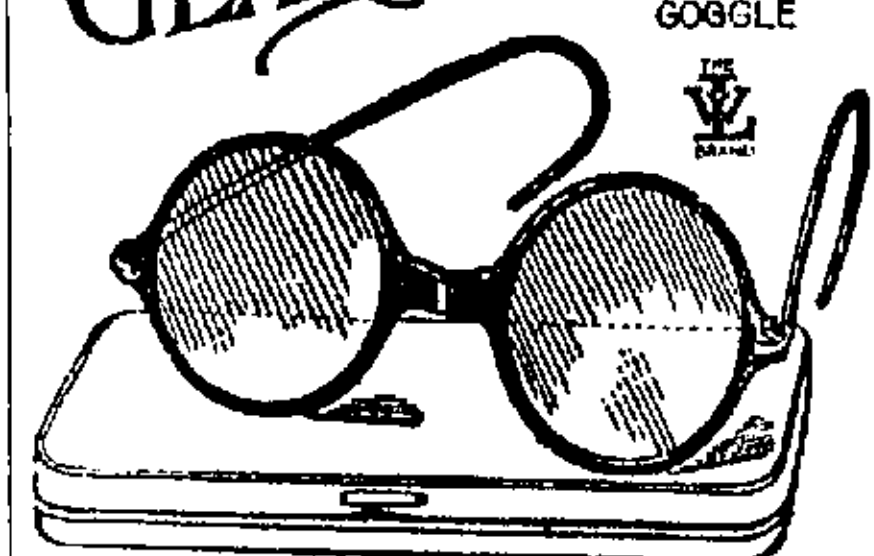
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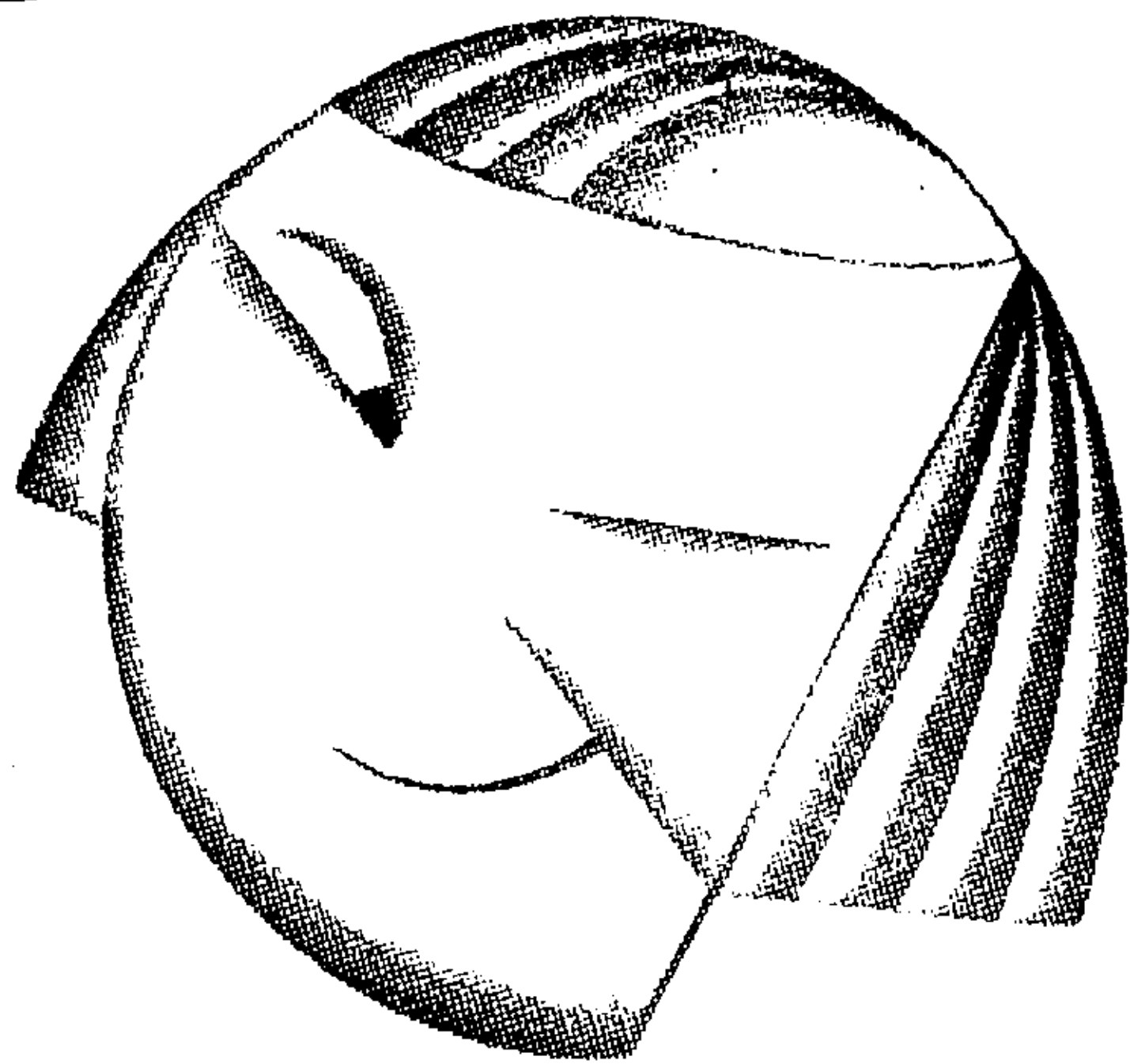
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LEAGUE FOOTBALL

**South China Beat
Athletic**

CHINESE DERBY

**Navy Team Accounts
for the Police R.C.**

The senior games yesterday were very important. South China kept their place at the head of the table by a brilliant win over their rivals, the Athletic.

The Police went down to the Navy and the League championships are still in a sporting state.

The junior results went much as expected, the Navy by a smart win over the Somersets, maintaining their fine record at the head of the table.

RESULTS AT A GLANCE

Division I.			
Chinese Ath.	2	South China	3
K.O.S.B.	2	Kowloon	1
Royal Navy	3	Police	2
*Small Units		Club	
Division II.			
Somersets	2	Royal Navy	3
Kowloon	2	R.A.	6
St. Joseph's	2	South China "B"	3
Athletic	10	Club de Recreo	0
†Eastern		K.O.S.B.	

* Match off Club could not raise a team.
† Eastern could not raise a team.

League Div. I

CHINESE ATHLETIC v. SOUTH CHINA

A Gruelling Game

Before a great crowd at the Club ground, Happy Valley, the visitors from Caroline Hill in the local Derby won well by 3 goals to 2 in a thrilling match. At the interval South China led by two goals to nil, but the Athletic, by great forward play, reduced the lead and at one time looked like making the match a draw. However, high-class defence by Pau in goal and Li Tin-sang at right full back kept the Athletic out and South China won on their merits by the odd goal in five.

Teams:—
Chinese Athletic:—Chan Shek-pui; Wong Shiu-wa, Lai Yuk-tat; Hoi Choy-yin, Wong Shiu-wa, Lam Yuk-yin, Sin Piu-kong, Lai Wai-koon, Wong Pak-cheung, Suen Kam-suan, Chen Kwong-ju.
South China:—Pau Ka-ping; Li Tin-sang, Lau Mau, Leong Tin-chiu, Leung Wing-tak, Leong Wing-chiu, Tsang Wing, Chiu Kwok, Fung King-cheung, Wong Mei, and Ip Pak-wa.

Pace Electric

Pau won the toss and from the start the pace was electric. Here we saw South China at their best, the Athletic being nearly in from the start, but great defence by Pau and Li Tin-sang kept them out. Fung raised the siege, South China, for whom Chiu scored, but the referee disallowed the goal for "hands"—a decision not favourable with the stand. The Athletic were lucky. Brilliant work by Ip Pak-wa was rewarded, Chiu Kwok scoring with a nice effort.

From another perfect centre by Ip Pak-wa, Fung headed into the net and South China led deservedly at the interval by two goals to nil.

The Athletic attacked desperately on the resumption and Suen and Lai Wai-koon came near, but Pau in the South China goal was playing a brilliant game and all shots came alike to him. The Athletic scored after great pressure through Wong Pak-cheung.

With the game standing in anybody's favour, Ip Pak-wa got through nicely and crossed to Fung who put South China again in the lead.

Brilliant play by the Athletic and end to end passing resulted in Pau being well beaten by a crashing shot from Sin Piu after a well placed corner.

South China held on to their lead and retired good winners by the odd goal in five.

Comments on the Game

The Athletic did not look like winning from the kick-off. Although South China played several reserves (the inside right having played in the former junior game) they were more assertive. Suen and Chen, the crack wing, were well held by Leong Yin-chiu, and Lai Wai-koon could not get his usual dainty touches in because of the attentions of Leong Wing-tak and Leung Wing-chiu, Pau in South China goal gave a brilliant display against his old Club-mates and Li Tin-sang and Lau Mau at full back played strong games.

South China won on their merits and had the margin in their favour been greater there would have been no case for criticism. Playing a dashing game against their worthy opponents South China were the better team and deserved their win, although probably it was very unexpected.

K.O.S.B. v. KOWLOON

Played at Sookumpoo, this match resulted in a well-deserved victory for the K.O.S.B. They played a scientific game and were unlucky not to win by a bigger margin. Kowloon played hard, but their lack of combination prevented them from becoming really dangerous.

Teams:—

K.O.S.B.:—McDougall; Gardner, Martin; Everest, Davey, Gear; Skiggs, Stock, Reeves, McGlinchey, and Alexander.

Kowloon:—Bliss; Guest, Pile; Dowman, Hast, Easterbrook; Eastman, Hedley, Hannan, McKelvie, and Miles.

The opening stages were scrappy. Soon after, however, the K.O.S.B. got together, and some clever passing by Stock, McGlinchey and Alexander found the ball at the Kowloon end. A struggle in front of goal ensued which gave Stock possession and he caught the goalkeeper napping with a really good shot.

Kowloon began to force matters, and a pass which was missed by the soldiers gave Hannan possession. He transferred to Miles, where speed enabled him to beat Skiggs and bring the ball in front of the home goal. The K.O.S.B. defended hard but without success as Hedley secured the leather from a scrimmage and put Kowloon on equal terms with a hard drive which the K.O.S.B. goalkeeper could not reach.

The soldiers next took the offensive in a decided manner, forcing a corner, but smart work on the part of the Kowloon goalkeeper frustrated their efforts. Kowloon, now on the defensive, were hard put to it to keep the home team at bay. Alexander on the wing was a thorn in their side, as his clever tackling and accurate centres gave his conferees some really good opportunities. It was only smart work on the part of the Kowloon custodian, who was always hard pressed, which prevented the soldiers from adding to their score.

Soldiers Gain the Lead

The re-commencement of play was the K.O.S.B. forcing matters in no undecided manner, the ball being continually at the visitors' end of the field. Alexander, who was invariably the recipient of the ball when his fellows were hard pressed, put across a well-timed centre which Stock gave to Reeves. The latter was quickly harassed by the Kowloon backs, but he emerged still in possession of the leather, which he netted with a shot, Bliss could not deal with.

Kowloon now tried hard for an equaliser and some good football on the part of Hannan and Miles resulted in their breaking through the K.O.S.B. defence, but a shot at goal went wide and the chance was missed. The ball was brought again to the visitor's half, where Bliss was repeatedly called upon to save. A corner was conceded but the soldiers failed to score as Pile cleared after a scrimmage in front of goal. Kowloon looked like breaking through again but a mis-kick on the part of Eastman was Alexander's opportunity and the soldiers were again in front of the visitor's goal. Kowloon were hard pressed, but they prevented the K.O.S.B. from adding to their score. The final whistle saw the score sheet unaltered.

Result:—
K.O.S.B. 2
Kowloon 1

NAVY v. POLICE

The Sailors Emerge on Top

Owing to the big counter-attraction on the Club ground there was only a moderate attendance at Caroline Hill for this match. Play never reached a very high standard, neither of the forward lines being up to their usual form; but this was largely due to the excellence of the respective defence.

The teams lined up under Mr. Stokes as follows:—

Police:—Clarke; Wynne, Muir; Brittain, Oram, Jenson; Pile, McGreavy, Fraser, Howarth, and Shepherd.

Navy:—Spiers; McGregor, Jones; Prior, Farlowe, Aldred; Van Tromp, Firth, Hessel, Kernick, and Preston.

Play commenced in a desultory fashion, neither side being able to make such headway against the despoiling work of the respective half-backs. The Police were the first to threaten through Shepherd and Howarth and the former lobbed over a beautiful centre which Fraser headed just wide. Apart from a few spasmodic efforts, the Navy forwards had not got into their stride at this stage and it occasioned no great surprise when Howarth rounded off a nice effort by running in to beat Spiers from close range.

This early drawing of first blood incited the sailors to bigger and more concentrated efforts and shortly afterward that stalwart forward, Kernick, accepted

a neat pass which he converted into the equaliser.

This quick retaliation modified the Police style of play which, up to this stage, had been slightly superior to that of their opponents. Both teams strove for the lead and for a time exchanges ruled fairly even. McGreavy made one particularly clever run up toward the Navy citadel, only to be effectively repulsed by Wynne, who cleared with a long shot. The Navy forwards were quick to respond to the clever clearances made by their defence, the result being that Kernick established the lead for his side before the half-time whistle blow.

Half-time:—

Navy 2
Police 1

Brighter Play

On resuming, Navy more or less took temporary control of the game, and although Police made many spirited efforts they failed to achieve the coveted equaliser. From a general point of view, the quality of play improved in the second half, the work of the two forward lines comparing favourably with their efforts in the first half, while the respective defences left very little to be desired. The honour of recording the equaliser was left to Pile, who scored a perfect goal with a close range shot.

Play was thereafter frequently transferred from end to end. It was, however, apparent that if further points were to be recorded

PORTUGUESE INTERPORT

**Club de Recreo Win
in Shanghai**

In the interport Portuguese football match at Shanghai yesterday the Club de Recreo, of Hong Kong, defeated the Shanghai Portuguese by five goals to two.

On receipt of the news Mr. J. M. da Rocha, on behalf of the Club de Recreo, called congratulations and thanks to footballers and camp-followers and on the brilliant success of the former and the moral support of the latter.

ed they would almost undoubtedly go to the Naval account. This surmise was borne out when Hassell netted the ball for the last time in a fairly interesting game.

Result:—
Navy 3
Police 2

Division II

**SOMERSET LIGHT INFANTRY
v. NAVY**

**Narrow Defeat of the New
Regiment**

The Navy still hold on to the League leadership as the result of a narrow victory over the Somersets. Play was of quite good standard and victory certainly went to the better team, Cairns, Gray and Sorbie all doing well in the Naval forward line. The Somersets, however, put up their best display since their arrival in the Colony, and, on yesterday's form, will be a hard team to beat.

The Navy took the lead two minutes from the commencement, Gray netting after Verrier had saved from Kay.

The soldiers retaliated with vigour and equalised through Earley.

The remainder of the first half ruled slightly in favour of the Navy, and Sorbie put them ahead before half-time.

The second half was fought out at the same brisk pace and there was considerable excitement when the Somersets again drew level, Meach being the scorer on this occasion.

The Navy assumed command at this stage and forced the pace to such an extent that the Somersets were kept busily on the defensive. Eventually Evans got through for the Navy and the Somersets were obliged to admit defeat by the odd goal in five after a well-fought-out and interesting contest.

Verrier, Crawley, Palmer, and Hicks all did extremely well for the losers.

Result:—
Navy 3
Somersets 2

KOWLOON v. R.A.

Ragged and Disjointed Play

The Gunners obtained two badly needed points as the result of their visit to Kowloon, a high scoring match ending in victory for them by five goals to two. There was little about the play to excite enthusiasm, both teams playing ragged and disjointed football. The Gunners were certainly superior on the run of the play, however, and should have further added to their score on more than one occasion.

CORRESPONDENCE

FOOTBALL REPORTS

[To the Editor of the "Sunday Herald"]

Sir,—It was really a splendid defence that Wynne played last Saturday against the China Athletic. He played a really great game. What surprised me most was the comment in your paper that Wynne's Midweek injury must have been grossly exaggerated. So it was, but why should the "Sunday Herald" be made to swallow the Dope?

It was only in the opinion of an expert who reports to an evening paper that capital was made out of Wynne's injury on an alleged "Bad foul." What actually happened at the time was that Wynne, whilst attempting to clear the ball, was robbed in the nick of time by Gosano, with the result that he missed the ball and unavoidably kicked the sole of his opponent's boot.

Perhaps you, Mr. Editor, will be able to explain why football notes and comments as they appear in the local papers are sometimes so misleading as to appear in direct contradiction one to the other.

Yours etc.,

INTERESTED.

Hong Kong, March 25.



Vancouver, Canada. — Percy Williams, 18-year-old sprinting sensation, who won both the 100-metre and 200-metre dashes at the 1928 Olympic Games.

At the Government Rest House, Johore Bahru, recently the members of the Survey subordinate staff, Johore, presented an address to Capt. C. T. M. Husband, the superintendent, who is proceeding home in consequence of ill-health. Raja Omar, the chief clerk, read the address and Captain Husband replied expressing his gratitude for the keen co-operation of the staff during his short term of office. The Hon. Mr. A. S. Small also spoke on behalf of the guests. Amongst those present were the Hon. Mr. A. S. Small and Mrs. Small, Mr. and Mrs. Hamilton, Mr. and Mrs. Tulloch, Mr. and Mrs. Lilly, Messrs. W. E. Pepps, C. E. Nugent, B. P. Walker Taylor, and R. Wilson.



Janna Duclou, described as "the Queen of Mystery" who will give a demonstration of mental telepathy during all performances at the Queen's Theatre from Sunday to Wednesday.

CRICKET

Hong Kong C.C. Win Again

R. A. DEFEATED

Dull Games in Depressing Weather

Yesterday's cricket was uncommonly dull, the depressing weather and end-of-the-season lack of enthusiasm contributing largely toward this factor.

In the only League fixture, the Hong Kong C.C. easily accounted for the Royal Artillery in the Senior Division. The former, who had already won the championship, have gone through their programme without a defeat, but have two drawn games against them.

Nothing of note was recorded in the four friendly matches, detailed scores of which follow.

League I

HONG KONG C.C. DEFEAT THE R.A.

On their own ground, the Hong Kong defeated the Royal Artillery by 96 runs.

Scoring very consistently, the home team compiled the respectable total of 173. Only two batsmen failed to reach double figures, the highest contributor being Hayward (31). Stanion, going in last but one, put up 26 in quick time.

The Gunners were weak in batting, Leach (45) alone making a stand. Taking four wickets each for 32 and 11 runs respectively, Parker and Owen Hughes were largely responsible for dismissing the visiting side for 77. Scores:

Hong Kong C.C.			
A. W. Hayward, b Leach	34		
Rev. E. K. Quick, c Christian, b Leach	11		
E. J. R. Mitchell, c Maltas, b Musson	16		
C. D. Wales, b Leach, b Musson	3		
K. H. Batger, b Leach	4		
O. Moor, c Miller, b Leach	19		
H. Owen Hughes, run out	12		
H. V. Parker, c Leach, b Musson	15		
G. E. R. Divett, b Miller	19		
V. W. L. Stanion, c Walter, b Musson	26		
H. K. B. Hancock, not out	4		
Extras	10		
Total	173		

Total					173
BOWLING ANALYSIS.					
	O.	M.	R.	W.	
Musson	16	4	71	4	
Leach	18	0	74	4	
Christian	4	0	22	0	
Miller	13	1	2	1	

Royal Artillery			
Capt. McNair, c Owen Hughes, b Parker	8		
L. Bdr. Maltas, c Owen Hughes, b Wales	2		
Gnr. Bacon, c Parker, b Wales	2		
B.S.M. Leach, b Parker	45		
Lt. Musson, c Moor, b Parker	7		
Lt. Wolfe-Barry, c and b Owen Hughes	6		
Lt. Christian, b Parker	2		
Lt. Walter, b Owen Hughes	0		
Lt. Miller, b Owen Hughes	4		
Sgt. Glazebrook, not out	1		
Gnr. Kitcher, c and b Owen Hughes	0		
Extras	2		
Total	77		

Total					77
BOWLING ANALYSIS.					
	O.	M.	R.	W.	
Wales	9	3	32	2	
Parker	14	5	32	4	
Owen Hughes ...	5.5	2	11	4	

Friendly Matches

UNIVERSITY 2ND V. H.K.C.C. 2ND

At Pokfulam, the University 2nd XI. lost to the second team of the Hong Kong C.C. by 43 runs.

One of the features of the game was the second wicket partnership between Armstrong (42) and Duckitt (31) for the visitors, which realised 61 runs. Wolff played a forceful innings for 35, the H.K.C.C. score reaching 150.

Chan Fook, going on second-change, took five wickets for 27.

The University replied with 107, Kermani with 22 to his credit, being top-scorer. Reid accounted for four wickets for 10 runs, whilst Walkinshaw took two for 14. Scores:—

H.K.C.C. 2nd XI.			
H. J. Armstrong, b Chan Fook	42		
L. A. R. Duncan, b Baker	4		
E. R. Duckitt, c Barma, b Chan Fook	31		
L. W. Walkinshaw, b Chan Fook	5		
H. L. F. Ewin, c and b Chan Fook	35		
A. J. Wolff, c Fernando, b Aziz	7		
J. R. Collia, b Baker	3		
S. J. Jordain, b Baker	3		
B. L. Stock, b Aziz	2		
A. Reid, c Barma, b Chan Fook	2		
N. S. Lee, not out	5		
Extras	11		
Total	150		

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Baker	11	2	36	3
Nomanbhoy	8	0	33	0
Rodriguez	5	0	28	0
Chan Fook	8	0	27	5
Aziz	4	1	15	2

University 2nd XI			
A. Baker, c Ewin, b Reid	18		
H. T. Barma, run out	2		
S. Kermani, c Stock, b Reid	22		
H. E. Adams, b Duckitt	2		
A. Rodriguez, b Reid	5		
A. Chan Fook, b Reid	17		
C. Candah, st Ewin, b Walkinshaw	4		
F. Hiptoola, not out	9		
A. Nomanbhoy, run out	3		
A. A. Aziz, b Walkinshaw	3		
Extras	22		
Total	107		

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Wolff	8	1	10	0
Duckitt	10	3	27	1
Stock	3	0	18	0
Reid	10	3	10	4
Walkinshaw	6	0	14	2

C.S.C.C. 2ND V. I.R.C. 2ND			
In a match of low scores at Happy Valley, the Civil Service C.C. 2nd XI. lost to the second string of the Indian R.C. by 28 runs.			

Batting first, the visitors made 95 runs and then dismissed the home team for 67.

A. K. Ismail, a medium-paced left-hand bowler, taking five wickets for 30, returned the best analysis on either side. For the C.S.C.C., Westlake captured five for 45. Scores:

I.R.C. 2nd XI			
M. P. Madar, b Westlake	10		
A. Butt, c Carr, b Harper	20		
A. K. Ismail, b Westlake	12		
A. M. Rumjahn, run out	4		
F. M. el Arculli, c Sub, b Westlake	5		
Sardar Khan, b Westlake	0		
D. Mohamed, b Westlake	12		
U. T. Thad, b Harper	0		
S. Ismail, c Booker, b Harper	2		
J. S. Akber, b Llew, b Chittenden	19		
A. Moonsheejee, not out	3		
Extras	8		
Total	95		

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Westlake	16	4	45	5
Chittenden	6.3	1	23	1
Harper	9	2	19	3
C.S.C.C. 2nd XI.				

C.S.C.C. 2nd XI.			
H. F. Westlake, b A. K. Ismail	6		
Murphy, st Butt, b Rumjahn	0		
Wilmott, c Rumjahn, b A. K. Ismail	1		
H. F. Harper, c A. K. Ismail, b Rumjahn	10		
F. H. Holdman, c Butt, b A. K. Ismail	6		
T. W. Carr, b Rumjahn	0		
V. Chittenden, b A. K. Ismail	0		
R. R. Davies, c Butt, b A. K. Ismail	15		
C. Sara, c S. Ismail, b Mohamed	20		
B. E. Maughan, not out	0		
F. E. Booker, st Butt, b Mohamed	0		
Extras	1		
Total	67		

R. Dutt, b A. K. Ismail	0
R. Davies, c Butt, b A. K. Ismail	15
Sara, c S. Ismail, b Mohamed	9
E. Maughan, not out	20
E. Booker, st Butt, b Mohamed	0
Extra	1
Total	67
BOWLING ANALYSIS	
	O. M. R. W.
K. Ismail	7 2 30 5
Rumjahn	5 0 22 3
Sardar Khan	1 0 7 0
Madar	1 0 5 0
Mohamed	5 2 2 2

R.A.O.C. v. POLICE R.C.			
O.	M.	R.	W.

At Sookumpoo, the Royal Army Ordnance Corps defeated the Police R.C. by two wickets.

Batting nine men, the Police set their opponents 82 runs to win, which they knocked off for the loss of eight wickets, in spite of the fine bowling of Lacey, who took seven wickets for 36. Scores:—

Police R.C.			
T. N. Hunter, c Corbett	15		
A. E. Meadows, b Anderson	17		
T. H. King, c Brooks, b Corbett	17		
Reynolds, b Wisner	6		
B. Thorpe, b Corbett	2		
A. E. Lacey, not out	19		
Hallam, b Wisner	0		
Edwards, c Rowe, b Wisner	0		
McFadden, b Wisner	0		
Extras	5		
Total	81		

Two others did not bat.

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Wisher	9.1	1	28	4
Whe	2	0	5	0
Anderson	6	1	23	1
rbett	5	1	15	3
Arner	1	0	6	0

R.A.O.C.			
Morgan, b Lacey	0		
Garnett, c Hunter, b Lacey	20		
Wisner, c Taylor, b Lacey	7		
Sharpe, b Lacey	5		
Anderson, c Hunter, b Lacey	2		
Brooks, c Hunter, b Hallam	23		
Greenaway, b Lacey	1		
Rowe, b Lacey	1		
Corbett, not out	3		
Extras	6		
Total	86		

Two others did not bat.

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Lacey	10	1	36	7
King	7	0	27	0
Hallam	3	0	11	1
Meadows	2	0	9	0

K.B.S.F.P.A. v. "TITANIA"			
At King's Park, the Kowloon British School Former Pupils Association lost easily to H.M.S. "Titania."			

The scoring on the part of the K.B.S.F.P.A. was remarkably low, as only 20 runs came from the bat. Extras helped with 22 towards a total of 42 runs.

The "Titania" replied with 169 against weak bowling. Scores:—

K.B.S.F.P.A.			
Whiteby, c Giles, b D. Hill	0		
W. Hirst, b D. Hill	5		
J. J. Hirst, c and b Sparrow	1		
H. D. Gregory, b Sparrow	6		
A. E. Edgar, b Sparrow	3		
H. A. Gregory, b Sparrow	0		
E. Moses, b Balcombe	0		
C. L. Gregory, b Sparrow	2		
Johnston, b Newcombe	0		
S. A. Gregory, not out	3		
Chester, c and b Ball	1		
Extras	22		
Total	42		

Total					169	1
BOWLING ANALYSIS.						
	O.	M.	R.	W.		
J. Hirst	13	0	73	3		1
A. Gregory ...	7	0	38	4		1
Whiteby	3	0	8	0		
L. Gregory ...	2	0	17	0		1
J. Hirst	5	0	14	1		1

H.M.S. "Titania"			
O.	M.	R.	W.

Ball, retired	23		
Sparrow, c and b H. A. Gregory	12		
Giles, b H. A. Gregory	8		
D. Hill, b H. A. Gregory	0		
Newcombe, retired	37		
Clark, not out	31		
E. Hill, b J. J. Hirst	0		
Brokenshire, b J. J. Hirst	12		
Tucker, b J. J. Hirst	10		
Gawn, b H. A. Gregory	17		
Balcombe, b W. Hirst	0		
Extras	19		
Total	169		

BOWLING ANALYSIS.			
O.	M.	R.	W.

K.C.C. 2nd	11	10	0	1	30
Indian R.C. 2nd	12	9	1	2	28
H.K. & S.	11	8	0	3	24
Kowloon C.C. 2nd	11	5	4	2	19
S.W.C.C. 2nd	11	5	2	4	17
S.A.S.C.	11	5	2	4	17
Creco	12	5	1	6	16
University 2nd	10	4	2	4	14
Craigengower 2nd	11	4	2	5	14
Police R.C.	12	3	0	9	9
Royal Navy 2nd	10	2	1	7	7
Royal Artillery	9	2	0	7	6
Electric R.C.	11	0	3	8	3

Division II.				
P.	W.	D.	L.	Pts.

H.K.C.C. 2nd	11	10	0	1	30
Indian R.C. 2nd	12	9	1	2	28
R.E. & S.	11	8	0	3	24
Kowloon C.C. 2nd	11	5	4	2	19
C.S.C.C. 2nd	11	5	2	4	17
R.A.S.C. 2nd	11	5	2	4	17
Recreio	12	5	1	6	16
University 2nd	10	4	2	4	14
Craigengower 2nd	11	4	2	5	14
Police R.C.	12	3	0	9	9
Royal Navy 2nd	10	2	1	7	7
R.A.O.C.	9	2	0	7	6
Electric R.C.	11	0	3	8	3

HOME RACING

Weights For Queen's Prize

The following are the weights for the Queen's Prize, to be run at Kempton Park to-morrow (Monday):—

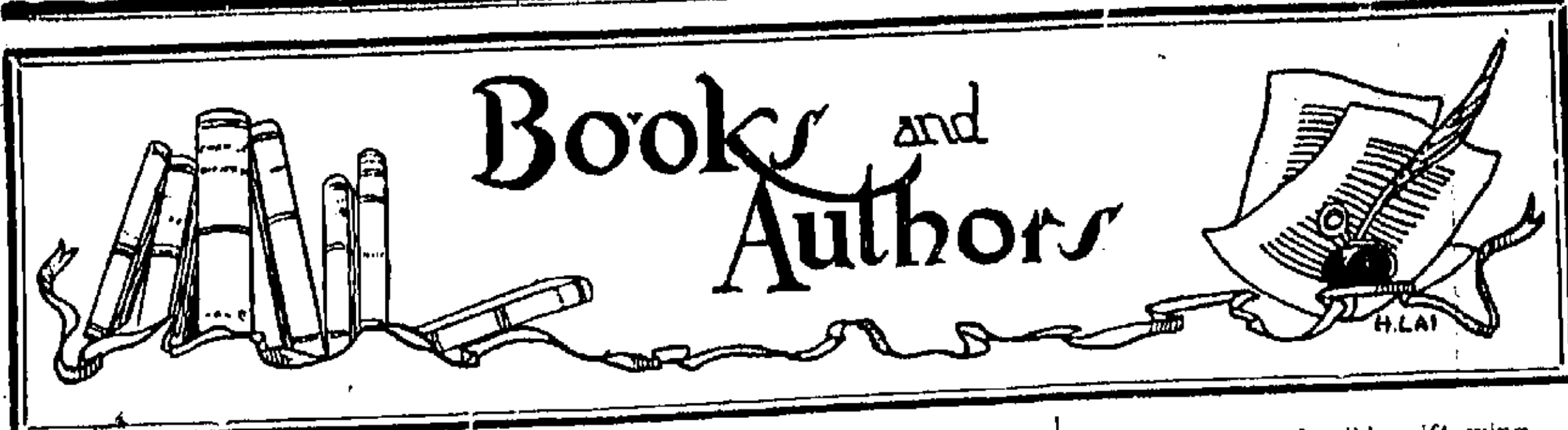
	Yrs.	St.	Lb.
Brown Jack	5	9	9
Sir Joshua	8	9	3
Review Order	6	9	2
Saracen	4	8	13
Glenhazel	4	8	11
Cap a Pie	5	8	10
Jugo	5	8	9
West Wicklow	5	8	8
Mint Master	4	8	7
Lawsuit	4	8	7
Buoyant Bachelor	4	8	6
Kingcob	4	8	5
Zeno	6	8	4
Cheerio	4	8	4
Dark Hillock	6	8	3
Alacrity	6	8	1
The Brown Tuisman	5	8	0
Flying Arab	4	7	11
Pard	6	7	11
Sapphire II.	5	7	10
Feng	5	7	10
Hercules	6	7	10
Stall II.	5	7	9
Molly the Marchioness	7	9	9
Rose of Athens	4	7	8
Mount Hawke	6	7	6
Ballynahinch	6	7	5
Planardo	5	7	5
Nightfall	5	7	2
Auction Pool	4	7	1
Malstone	6	7	1
Achroy	6	7	0
Servus	6	7	0
Paster	4	7	0
Sporting Print	4	7	0

GOLF

Starting Times To-day & To-morrow

The Royal Hong Kong Golf Club notifies the following starting times:—

To-day	
9.28 a.m.	J. S. MacLaren, L. R. Andrewes.
9.32	A. E. Lissaman, N. K. Littlejohn.
9.36	H. A. Lammert, D. J. Gilmore.
9.40	G. E. Mitchell, E. D. Black.
9.44	W. K. Tait, F. Syme Thomson.
9.48	E. P. Streetfield, G. E. Tytler.
9.52	A. Eager, A. Piercy.
9.56	A. T. Lay, H. U. Ireland.
10.00	N. L. Smith, I. W. Shewan.
10.04	E. P. Fletcher, J. S. Dykes.
10.08	A. Webster, W. Kay.
10.12	A. Sommerfelt, T. S. Whyte Smith.
10.16	D. G. G. MacDonald, R. H. Hollis.
10.20	A. B. Purves, E. des Voeux.
10.24	A. H. Ferguson, I. H. Geare.
10.28	S. T. Butlin, C. Mycock.
10.32	W. J. Roberts, H. D. Browne.
10.36	C. B. Brown, H.



VERSE IN 1928

Wrong Men Cited For Proof

Those who set out to show that there is no poetry of importance written to-day usually cite for proof the wrong men, writes Charles Powell in "The Observer." They fix on the difficult, centrifugal poets, who live by thought alone, move within the brain's orbit and away from the imagination of the heart. There are, of course, others who hold that this is the only poetry of importance, and that its importance is very great. But with these there is no need to linger. To those who seek to know whether there is not some, even such, fine poetry going out from men whose poetic nature is well-rounded, who, pivoting on the ancestral centre of vital reality and living words, swing out to new ways of fulfilling the life of those words and manifesting their eternally new beauty and truth to such expectant readers 1928 has been a year of plenty. For consider its yield. It has given the new verse of Hardy, W. B. Yeats, John Masefield, Laurence Binyon, Laurence Housman, "A. E.", Edmund Blunden, Siegfried Sassoon, Lascelles Abercrombie, Humbert Wolfe, Harold Monro, and Wilfrid Gibson, in England; of Edwin Arlington Robinson, Edna St Vincent Millay, and Stephen Vincent Benet, in America; and it has shown, at least three new poets of quality in Miss Vida Gray, Mr. R. N. D. Wilson, and Mr. Frank Davey.

But the younger poets have more than secured their claim to the succession. English poetry will go on. With every book he writes, whoever he writes it, in England or Japan, and whatever he writes about, the English soil or a stellar

spirit—Mr. Blunden reveals increasingly the poetic wisdom that is both of the earth and not of the earth, and the poetic soul that is England's and every land's. Moreover, he does it in a music that is simpler, more tranquil, more in unison with nature's own. English poetry will go on because our poet knows that their abiding quality is not born of wars nor can thrive long on satire. Mr. Sassoon, commonly labelled war-poet and satirist, commonly taken for a reality-at-any-price man, shows in his most treasurable book, "The Heart's Journey," that the reality he stands, and could intensively be seen always to have stood for, has a deeper root than that.

A flower has opened in my heart
What flower is this, what flower of spring,
What simple, secret thing?
It is the peace that shines apart,
The peace of daybreak skies that bring

Clear song and wild swift wing,
It is that secrecy

which quivers
Beyond the skies and rivers
And cities of the mind
that this poet is drawn to and that symbolises his real worth and the worth of the best of his fellows. One of these, Mr. Humbert Wolfe, is far other than a poet "voicing in an easy cadence the emotions which every one can recognise and immediately assimilate," as a champion of the moderns lately said of him. He no more than Mr. Sassoon is a surface poet, and his cadences are often anything but easy. He, too, can sound the depths, and, as seen very clearly in "This Blind Rose," he is one of the leading exponents of an emancipated yet always metrical rhythm. And so one could go on with the younger poets' tally, citing the spirit-questing realism of Mr. Monro ("The Earth for Sale"), the spiritualised rusticity of Mr. C.

Henry Warron ("The Secret Meadow"), and the strong tranquillity and contemplative ecstasy of Mr. Forre Stead ("Festival in Tuscany"). But the remaining word must be given to the Americans.

MR. MASEFIELD PARODIED

Mr. Masefield, the poet, was parodied recently in rather a clever way by Harrow schoolboys in their magazine "The Harrovian."

"Cargoes" (original):
"Quinquere of Nineveh from distant Ophir
Rowing home to haven in sunny Palestine,
With a cargo of ivory,
And apes and peacocks,
Sandalwood, cedarwood, and sweet white wine."

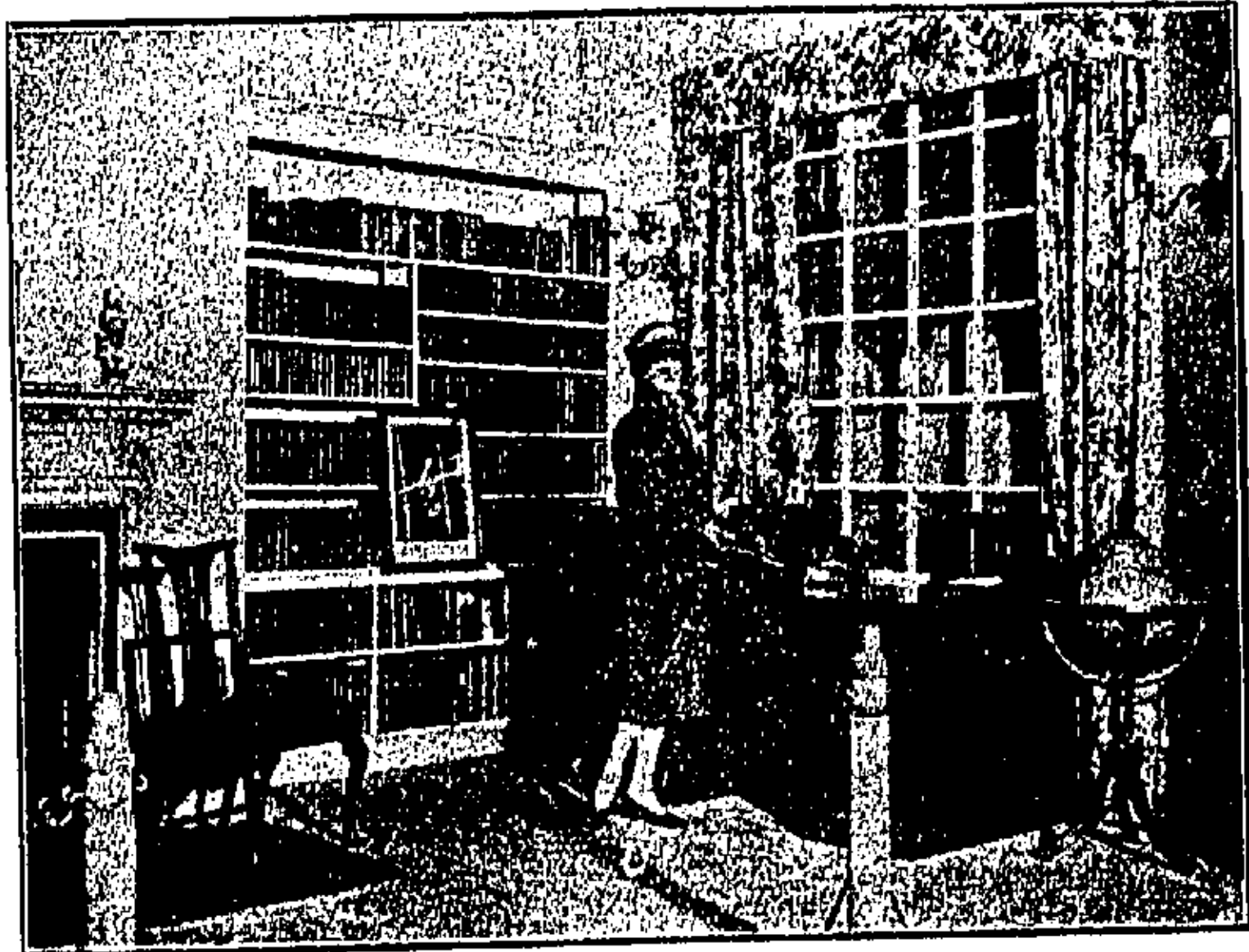
Stately Spanish galleon coming from the Isthmus
Dipping through the Tropics by the palm-green shores,
With a cargo of diamonds,
Emeralds, amethysts,
Topazes, and cinnamon, and gold moldores.

Dirty British coaster with a salt-caked smoke-stack,
Butting through the Channel in the mad March days,
With a cargo of Tyne coal
Road-rails, pig-lead,
Firewood, iron-ware and cheap tin trays."

"Cargoes" (Parody):
Limousine of luxury from gilded Mayfair
Sweeping up superbly with polished silver gleam,
With a cargo of soap-kings
And scent and car-rings,
Llama-rugs, jewellery and French face cream.

Stately lofty landaulette rolling from the counties
Drawing up majestically, with well-worn brakes,
With a cargo of footmen
And earls and countesses,
Grandpapas, grandmamas, and firm hand-shakes.

Racing-model eyesore, coloured like a sweetmeat,
Flashing down the High-street, spitting sharp short roars
With a cargo of goggles
And scarves and greatcoats,
Felt hats, fog-horns and loud plus-fours.



EIGHT ACRES OF WONDERS. — The "coming-of-age" Ideal Home Exhibition, opened by the Lord Mayor of London at Olympia, proved to be bigger and better than ever. Here is Lady Oxford arranging her "Ideal Library" which she has designed for the Exhibition. — (Sport and General).

THINGS CANADIAN

Value As A "Going Concern"

FACTS WORTH KNOWING

National Income.—Increased from \$5,115,000,000 in 1925 to \$5,580,000,000 in 1926, or an increase of \$465,000,000 in that year, and with corresponding increases in 1927 and 1928.

Newsprint Production. Canada leads the world, with over 2,000,000 tons year.

Non-Ferrous Metal Products.—Valuation in 1926, \$159,770,026; 1926, \$183,501,723; increase of \$23,731,695 in a year.

Valuation in 1925, \$144,248,582; Non-Metallic Mineral Products, 1926, \$174,156,923, increasing \$29,907,371 in a year.

Oats.—1928 crop, 437,505,000 bus.; 1927, 439,712,700; decrease, 2,207,700 bushels.

Ports.—All of Canada's deep-sea ports had a record year in 1928, and each one is enlarging its accommodation for the ever-expanding trade.

Potato Harvest.—1928, 64,585,000 cwt., 46,458,000 cwt. in 1927—on increase of 8,127,000 cwt.; 1928 crop value, \$47,160,000; 1927, \$59,341,000.

Prairie Wheat Yield.—1928, 479,598,000 bus.; 1927, 414,919,000 bus.; 1927, 414,919,000 bus.; increase 64,679,000.

Provincial Assessment Valuations.—1926, \$9,251,095,446; taxable, \$7,949,806,260; exempted, \$1,301,289,186. Includes land, buildings, personal property, income, \$161,712,301.

Public School Teachers—Increased from 27,000 in 1900 to 63,000 in 1927; public school enrolment now over two millions.

Radio—268,000 receiving licenses were issued in 1927, with 99 broadcasting stations. The production of radio sets and parts amounted to \$8,789,171.

Root and Fodder Crops.—1928, value, \$279,882,000; 1927, \$297,000,000 in 1927.

Royal Bank of Canada—Canada is enjoying a sound prosperity.

R. R. Rolling Stock.—Industrial production, 1927, \$74,466,012; 1926, \$72,708,052; increase, \$1,757,960.

Wheat Crop—1928, 14,625,800 bushels.

Saskatchewan Wheat Crop—1928, 278,075,000 bushels, 50 per cent. of all Canadian total. (212,800,000 bushels in 1927.)

Simon Puck—Estimated B.C. canning cases, 1928, 1,484,000; 1927, 1,101,000, or increase of 383,000 cases.

Silver—Production, 1927, \$12,816,677; 1926, \$12,747,024; increase \$69,653. Estimated production for 1928, \$16,000,000.

INDIAN MERCHANT

Hong Kong Man Honoured

MR. G. P. DASWANI

The "Daily Gazette," Karachi, recently reported:—

Mr. Gaganadas Partabdas Daswani, the Managing Proprietor of Messrs. Lalchand and Gaganadas, of Hong Kong and Canton, and the late honorary editor and founder of Swatantra was the guest of honour at the Freemasons Hall, Hyderabad (Sind), at a dinner given in his honour on the eve of his departure for China by Seth Lalchand Watanmal, the Managing Proprietor of Messrs. Watanmal Boolchand.

Mr. Lalchand, in introducing the guest of the evening, spoke highly of his qualities, to which Mr. Daswani suitably replied.

Mr. Tejmal of Hyderabad on behalf of the guests proposed the toast of the host with an appropriate reference to his qualifications.

Mr. Daswani, accompanied by his wife and two sons, is on his way to Hong Kong via Calcutta.

"THE DOVER ROAD"

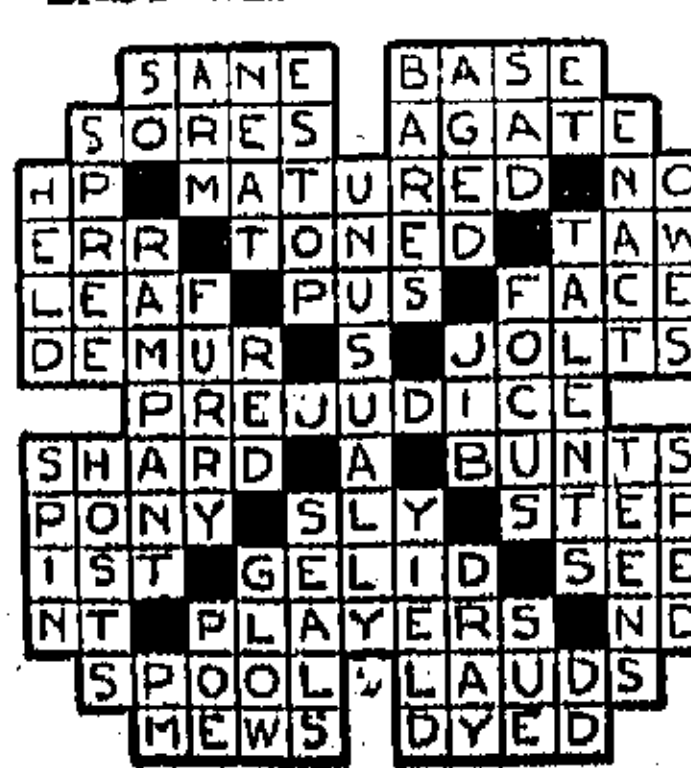
Brilliant Production By A.D.C. Promised

We would like to remind our readers that the Hong Kong A.D.C. is producing Milne's delightful three-act comedy, "The Dover Road," on April 6, 9, 11, 12 and 13, at the Theatre Royal.

Rehearsals have now been in full swing for over a month and a brilliant production is assured. As usual no expense has been spared over the dressing and mounting of the play, and Mr. C. Peake Anderson, whose scenery in "On Approval" was so generally admired, is responsible for the magnificent Lounge Hall scene in which "The Dover Road" is played.

The cast is a very strong one,

LAST WEEK'S SOLUTION.

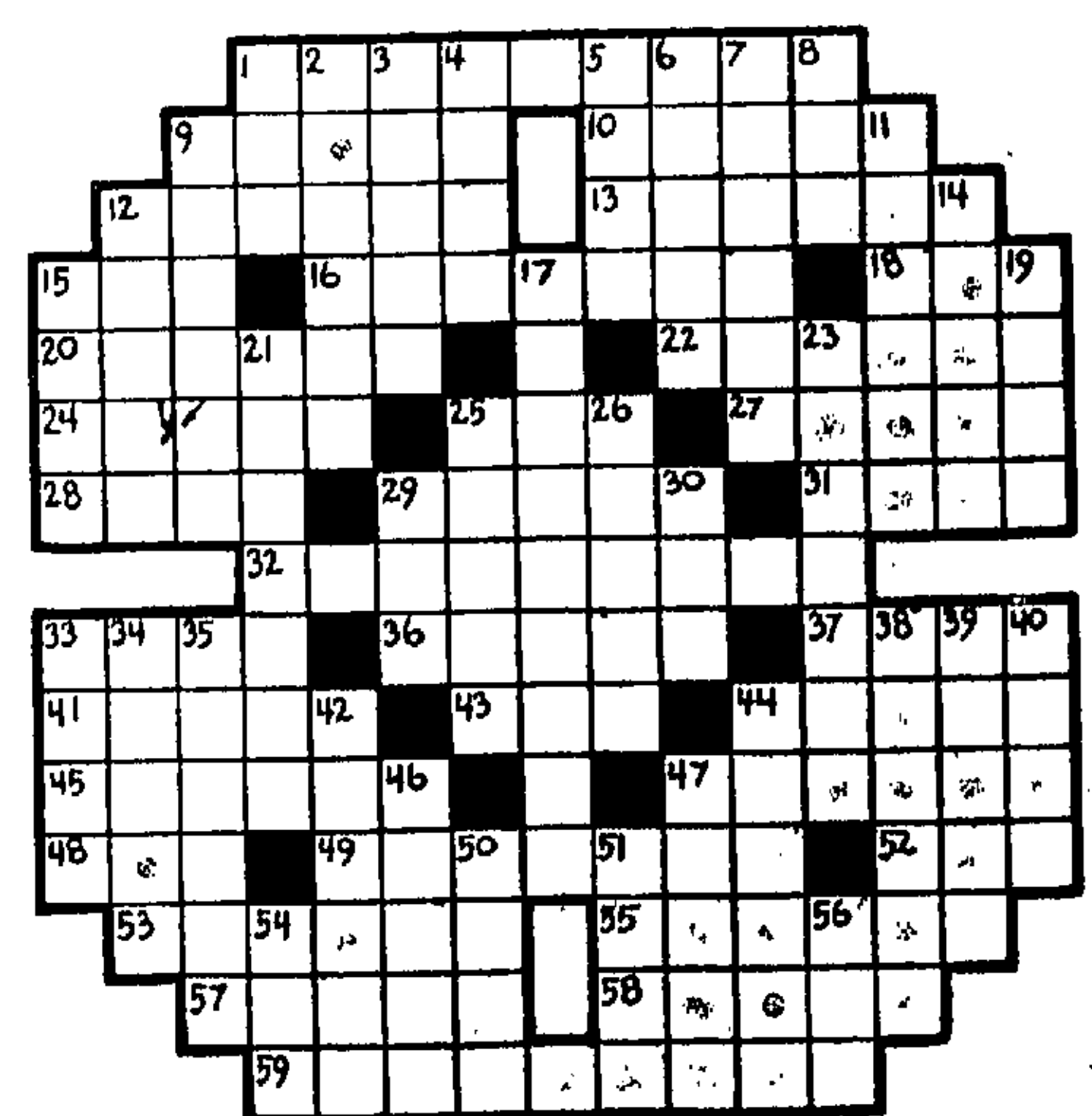


and the theatre-going public will be interested to see eight new members of the A.D.C. appearing for the first time in Hong Kong.

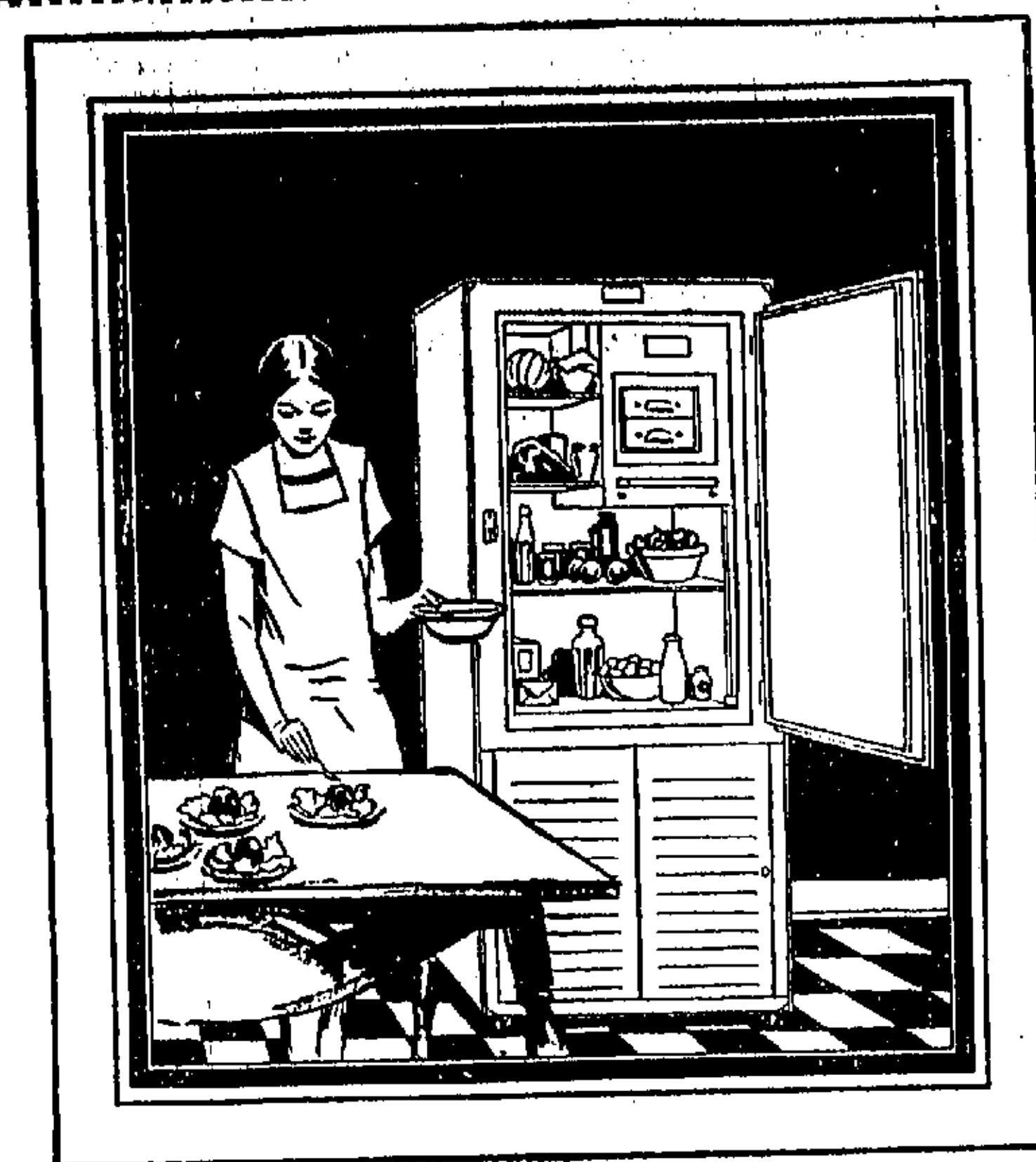
The A.D.C. are giving 50 per cent. of the total profits to "The Miners' Fund," a charity in which H.R.H. the Prince of Wales is graciously taking a personal interest, and it is hoped that the Colony will take this opportunity of helping this very deserving cause and at the same time spending a thoroughly enjoyable evening.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|--|--|--|
| HORIZONTAL
1—Small painting
8—Member of wandering tribe
10—Puff up
12—Cover with bricks a second time
13—First name of Lupin, famous thief of drama
15—Leguminous plant
16—Pertaining to the stomach
18—Top
20—Twelve Biblical tribes
22—Hooded cloak
24—Checks
26—Blight passion
27—Side of bird's head (pl.)
28—Plant that flowers and withers
29—French for repeat
31—Shaham
32—Wanting flexibility
33—Animal's skin
35—Camp shelters
37—Poetical form of island
40—Concerning
42—Point of compass (abbr.)
44—Petty thief | HORIZONTAL (Cont.)
45—Amount of payment for the use of property
47—Coagulated casein
49—Prefix meaning "three"
49—Easily
52—Telegraphic transmitters (abbr.)
53—Checkered cloth
55—Cries of horses
57—In the lowest degree
58—Frog
59—Sauces
VERTICAL
1—Floor-washing instrument
2—Likeness
3—Pertaining to ships
4—Period of the month, Roman calendar
5—Drop of watery fluid
6—Man's name
7—Soundings
8—Summer (French)
9—Closer
11—Once more
12—Remainder (French)
14—Worn away
15—Contemptuous exclamation | VERTICAL (Cont.)
17—Performed surgical operation with cylindrical saw
19—Nuisance
21—Enclosing
22—Pertaining to swine
25—West Indian volcano
26—One of the senses
29—Steep, as flax
30—Thoroughfare (abbr.)
33—Red deer
34—Sluggish
35—Contradiction
38—Bolt
39—Shoemaker's implement (pl.)
40—Extends
42—Person of irritable temper
44—Throwing with a side-long motion
46—Lat
47—Free from dirt
50—Insect (pl.)
51—Latin abbreviation signifying "Jesus of Nazareth, King of the Jews"
54—Color
55—Motor fuel |
|--|--|--|



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over details, however, for there is all Hong Kong to be explored as well as shipping agents to be interviewed as to Homeward-bound ships. With only four days to spend and no certainty as to sailings: that is the important question of the moment. It is next door to impossible to obtain information on the point before starting because the movements of cargo vessels are too uncertain, but no one need worry unduly. Hardly a day passes in Hong Kong but some ship leaves for Singapore and it is generally possible to hook by two or three and decide at the last moment which is the most suitable.

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HONG KONG, SUNDAY, MARCH 31, 1929.

Hong Kong And Li Chai-sum

DURING the week the persistent rumours with reference to the fate of Marshal Li Chai-sum have been received in this Colony with considerable misgivings. The Government and community here cannot, as has so often been emphasised during the past four years, directly or indirectly, associate themselves with the internal strife in China nor can they influence in any way the policies of those in control in the two Kwangs. All that can be done here is to express a pious hope that whoever may be in power in Canton may be favourably disposed towards this Colony and may be relied upon to further by every legitimate means the natural trade between the two centres.

Whilst Canton was in a disturbed condition, on previous occasions not only was the trade of this Colony upset—not to mention the stifling efforts of the Communists during the strike and subsequent boycott—but piracy and brigandage were rampant. The Kwangtung authorities were too busily engaged in other directions with the sword to devote any time to the suppression of lawless activities of others on the West River and in the vicinity of Bias Bay. Then with the advent of Marshal Li Chai-sum in supreme charge at Canton came a breathing space—a period of tutelage as the Nationalist leaders were so fond of declaring. Kwangtung's domestic affairs were given considerably more attention, the lead of the British Navy was followed to some extent in endeavouring to rid Bias Bay of its pirate hordes, and trade between Canton and Hong Kong began to show welcome signs of stimulation. Moreover, there sprang up between the respective Governments of Kwangtung and Hong Kong a genuine friendship that was promising well for the welfare of both when, unhappily, the internal strife in China was renewed and Marshal Li Chai-sum became a prisoner in the hands of Marshal Chiang Kai-shek.

It would not be becoming on the part of the British people here to attempt to arbitrate between Marshal Li Chai-sum and his perhaps more famous leader in the Nationalist Government as established at Nanking. What China chooses to do within her own borders is no concern of outside Powers or peoples so long as the safety of the latter are not imperilled and so long as trade is permitted to follow its natural bent. But, knowing the dire result of unrest and disquietude in Canton in recent years, we can only deplore that such acute differences have arisen between the two Marshals and that Canton for the time being is deprived of the personal services of Marshal Li Chai-sum. No man, of course, is indispensable—the Great War amply proved the truth of that axiom—but that in itself need not deter us from regretting the fact that Li Chai-sum's life is in imminent peril. A friend "at court" can never be despised, but rather welcomed. And with the passing of time between the Canton disturbances of 1925-27 and the present imbroglio it was demonstrated on not a few occasions that the policy and personality of Li Chai-sum were such as to commend itself to the British-Government and people alike—in this Colony.

It would be idle to attempt to forecast the future, even if Li Chai-sum escapes with his life. No one can dare to predict who will succeed him in Canton—assuming that the Nanking Government comes out on top in the present civil warfare. And merely to hope that his successor will be permeated with the same friendly sentiment toward our own Government and our own people will not take us very far. In the many crises of the past the British have ever shown a sincere desire to be of service to Canton, and our traders here have at all times endeavoured to take the fullest advantage of legitimate trade opportunities with Canton. This policy has always paid, as it will likewise pay when the present war clouds are dissipated and peace is restored in Canton at least once more.

HONG KONG FAIRY STORIES

The next Supplementary Estimates will make provision for a Fortune Teller for the Treasury.

St. George's Society, having a substantial balance from their last ball, intend to hold one every month.

Naval officers have not yet made up their minds whether they should sigh or smile over the awful threat to drop a Sea Lord from the Board when opportunity offers.

The Duke of Gloucester, the King's third son, is now on his way to the Colony. His eldest brother, the Prince of Wales, and

THE "HERALD" CALENDAR

March 31, 1923.—Abolition of coolie trade at Macao.

April 3, 1913.—Steamer "Tai On" pirated between Hong Kong and Kowloon.

April 4, 1891.—The Tsarevitch and Prince George of Greece arrived in Hong Kong.

April 6, 1922.—H.R.H. Prince of Wales visited Hong Kong.

April 6, 1846.—Convention signed for the admission of Europeans into Canton within two months.

His youngest brother, Prince George, have both been here. Consequently, Hong Kong will hereafter be known as a Royal as well as an Ancient city.

Trade of Hong Kong

It is gratifying to see that the outside world is being kept well informed regarding trade matters in this Colony. In the latest issue of the "Empire Review" to hand from Home we find a mention of local trade that, it is to be hoped, will be found of interest to very many people at Home and in other parts of the Empire. The paragraph in question is worth quoting as follows:—The trade of Hong Kong is now valued at roughly £200,000,000 a year, representing the result of the island's activities as an entrepot and clearing house for South China. According to the latest Colonial report, there is a tendency for a number of manufacturing processes to be established in Hong Kong because no duties are levied upon commodities, except liquors and tobacco, whereas China levies import and export duties upon all classes of goods. A good deal of the trade with neighbouring countries is in purely Chinese commodities and is carried out by Chinese firms in Hong Kong with branches elsewhere, but trade with Europe, the Americas, and Australasia is mainly in the hands of British and foreign import and export firms who do business with the Chinese mercantile community in Hong Kong. Inquiries as to the South China market should be addressed to General Chamber of Commerce, Hong Kong.

Singapore Base

It is interesting to find an American writer expressing unqualified approval of the Singapore scheme. Yet this is the tenor of an article in "Foreign Affairs" by Mr. Nicholas Roosevelt. He declares that the project has been hailed by the Dutch "with enthusiasm and relief" because in their opinion it constitutes a guarantee of security to their own valuable possessions in the East Indies. The sea power of Holland would be quite in-

PLEASE NOTE.

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adequate to the defence of these precious colonies, and it is reasonable to assume that any threat to them would be in the nature of a war of aggression against Holland, with whom no nation can have any reasonable quarrel. This, at any rate, constitutes a legitimate argument in favour of the Singapore scheme as an asset for peace. British policy is essentially aimed at maintaining the status quo in the Far East, and it is pleasing to find that Mr. Nicholas Roosevelt clearly recognizes this. "With a base at Singapore," he writes, "Great Britain would never permit the occupation of any of the Dutch islands surrounding Singapore by a Power other than Holland."

A Refreshing Contrast

But Mr. Roosevelt goes further than this. He states that the Americans in the Philippines look with just as friendly an eye upon the Singapore base as do the Dutch. This, says the "Naval and Military Record" of March 6, is in refreshing contrast to the frequent complaints of how the British "stole a march" at the Washington Conference by keeping the Singapore scheme whilst America was obliged to renounce any further development of Manila or her other naval bases in that region. Mr. Roosevelt confesses that the remoteness of Manila would make the defence of it by the United States Navy very difficult in war, but he does not appear to think the same difficulty would apply to Singapore. For defensive purposes the "Naval and Military Record" agrees that Singapore is much more favourably situated. He places "much faith in the close community of interests between the Americans, British, and Dutch in this section of the world as the best assurance of achieving the mutually-desired peaceful goal." That the development of Singapore into a capital ship base will give the British Navy a dominating strategic position, defensively, in the Eastern Pacific is obvious. Since it is not unnatural that such an advantage should excite jealousy, it is the more gratifying to find the subject viewed in its proper proportions by an impartial observer.

TUNG WAH HOSPITAL

Directors' Report to the Government

WORK OF 1928-29 SET OUT

The report of the Directors of the Tung Wah Hospital for the year 1928-29, as presented to H.E. the Governor at Government House by Mr. Tang Shiu-kin, is as follows:—

Your Excellency,—It is my privilege, as Chairman of the Board of Directors of the Tung Wah Hospital for the year 1928, to undertake the pleasant duty of presenting to you this annual report. May I first of all express the heartfelt thanks of my fellow-directors and myself to Your Excellency for the great interest you have always taken in the Hospital, and for affording us this opportunity to meet you here to-day. We should like also to thank the Hon. Mr. R. A. C. North, the Hon. Mr. E. R. Hallifax and Dr. E. W. Kirk for the advice and guidance they afforded us at all times. From the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall, the Hon. Dr. S. W. Tso, Mr. Li Yau-tsun and the other permanent advisers of the Tung Wah Hospital, we have received much valuable help. With your permission I will now give a brief account of the work of the hospital during the year under review.

Admissions

During 1928 the total admissions to the hospital amounted to 11,486 including 480 patients who were admitted in the previous year and who were still in the hospital at the beginning of the year. During the same period, 6,419 patients came under Western treatment, and 4,887 under Native treatment. About three per cent. of the patients were treated in private wards and paid fees, and the rest were treated and were supplied with free medicine and food by the hospital.

Out-Patients

There were 198,598 out-patients during the year, and free medicine was supplied to them.

Staff

Beside the one senior doctor provided by the Government, we employed, from the beginning of the year, three full time Western doctors. Two more Chinese doctors were employed for Native treatment outdoor, in addition to the seven we already had for the past year.

Maternity Cases

In the maternity wards there were 1,895 labour cases, being 369 more than the previous year. The number was greatly increased, due perhaps to the fact that nowadays more people appreciate Western treatment in maternity cases, and expectant mothers prefer to go into hospital where more proper care is taken of them and their babies. One more midwife was employed in addition to the two we had for the previous year, the three doing duty by turn day and night.

Vaccinations

The number of free vaccinations in the year was 10,634 including 2,295 performed outside the hospital for which we sent our own vaccinator. Small-pox was prevalent during the year, but fortunately we had the Small-pox Hospital at Kennedy Town repaired and got ready beforehand. We sent nurses and doctors to this hospital to attend to patients suffering from the disease, with the happy result that many of the patients were cured.

Free Burials

During the year we gave 5,748 free coffins and burials, 3,664 of which were given to the Government Civil Hospital and the Public Mortuary. We thank the Government for the annual grants of \$10,000 to the Tung Wah Hospital, and \$7,000 to the Kwong Wah Hospital for defraying part of this item of expenditure. The number of dead bodies brought in during the year was 1,424.

Destitutes

Of the destitutes who sought relief from the hospital, 4,273 were sent back to their native homes at the expense of the hospital, being provided with free passages and clothes, and even pocket money. Among this number, there were about 3,000 refugees from the districts of Hoi Fung and Luk Fung during the time of the Red troubles. We thank the Secretary for Chinese Affairs, the Hon. Mr. R. A. C. North, for the trouble he took in communicating with the Harbour Office, and for granting us permission to hire junks to carry the destitutes home.

Free Schools

There were 21 free schools under the supervision of the hospital. We changed the method of teaching: a teacher now takes charge of one class only, so that the boys may receive more individual attention. There are free schools conducted by the Tung Wah Hospital in nearly every district except North Point, and we thank the Government for having temporarily granted us a piece of ground at Shaukwan for the erection of another free school. We also thank the Director of Education, Mr. A. E. Wood, for having erected for us a school at Wongnei-chung which, divided into three classes, can accommodate 120 boys. We further thank the Government for the subsidies to these two schools as to the other schools. Before the completion of the school building, we took over a free school at Wongnei-chung, called the Mung Young School, previously under the supervision of Mr. Luk Cheuk-man. Next to the Man Mo Temple, there are four schools maintained by the hospital. Because of this, we had the open space opposite the temple turned into a suitable playground for the boys during recess time. Thanks must be given to Mr. Fung Ping-shan, for sending his own inspector Mr. Chan Chiu-mei, to inspect our schools, and to help us to supervise them.

Accounts

We have placed before Your Excellency the accounts which have been audited. The accounts of the various funds controlled by the Directors were about the same at the end of our term as when we took them over, except as regards that of the Tung Wah Eastern Hospital hereinafter mentioned. On Feb. 4, a cheque for \$32,340.79 being balance of the subscription towards the Typhoon Disaster of the year 1906, was received from the Hon. the Secretary for Chinese Affairs, and this amount was paid into the Hospital Emergency Fund. The expenditure of the year was much greater than that of the previous years owing to the increase in numbers of patients treated, and in sundry expenses, such as lime-washing of the whole hospital buildings, the provision of seats for out-patients, the engagement of a number of male nurses, and the establishment of a training school for female nurses. Fortunately the revenue showed a considerable increase due to more subscriptions having been raised, and more interest having been received. The balance of the financial year shows a credit of \$35,148.07 and the accumulated surplus of the previous year stands at \$105,005.67. Thus the total balance in hand is \$140,153.64.

Ambulance

On March 1, 1928, the use of an up-to-date ambulance for conveying invalids to hospital quickly and comfortably was introduced. Subsequently, we found that one ambulance was insufficient, and my fellow-directors and I raised \$4,000 for the purchase of another ambulance. We thank the Government for granting a licence for the ambulance free of charge.

Nurses

At the beginning of the year, the 24 girls admitted into our newly established Female Nurses' Training School, came into residence and started their training. As we found that male nurses were also necessary for carrying out the work of the hospital, we set an examination for 35 male nurses with the help of Dr. Kirk. We also engaged a qualified nurse to supervise them.

Sundry Events

We thank Dr. Kirk for his help and advice in fitting up the apparatus in the operating theatre for us. He has also arranged with the Government Civil Hospital to have our cases X-rayed, we to pay for only the cost of the films. During the year, Drs. G. H. Thomas, Pok Wing-kan and Chin Chu-san left us after many years' service. We should like to record our appreciation of their work for the hospital. In September 1928, we welcomed Dr. Wong Man as our senior doctor. He brought with him for the use of the hospital a new X-ray apparatus, and now we have the most up-to-date installation of its kind.

Coffin Depository

Part of the reception hall of the coffin-depository at Tai Hou Wan was burnt down by fire during the year, but fortunately none of the coffins was destroyed. We had the hall re-built in cement concrete and had it enlarged at the same time.

Patients to Canton

We arranged with Mr. Ho Ching-chong, Head of the Canton Public Health Department, that if any of our patients needed a change of climate, they were to be allowed to go to Canton. All the Kai-fongs appreciated the benefit of this arrangement.

"Wing Pit Ting"

As the Government has granted to us a piece of land at Pokfulam for the erection of the "Wing Pit Ting" where the ceremony of paying the last respects to the dead by the Chinese takes place, we have raised \$16,000 for this purpose by theatrical performances at the Ko Shing Theatre. The Hon. Mr. R. A. C. North very kindly granted us special permission for the performances to be carried on up to 2 a.m. every night. Out of the amount raised, \$13,000 has been reserved for the cost of erecting the "Wing Pit Ting," and the balance served for the cost of erecting the of 2,600 has been distributed among various charities.

Street Sleepers

As so many poor people were sleeping in the streets during the winter, we held a meeting at the

(Continued on Page 15.)

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AND AT
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H.K. & Kowloon Ferry Wharf Store, Kowloon
H.K. & Kowloon Ferry Wharf Store, Hong Kong
Peak Tram Station Store, Lower Tram Station
Lee Yee, 12, D'Aguiar Street.
Excelsior Co., 16, D'Aguiar Street.

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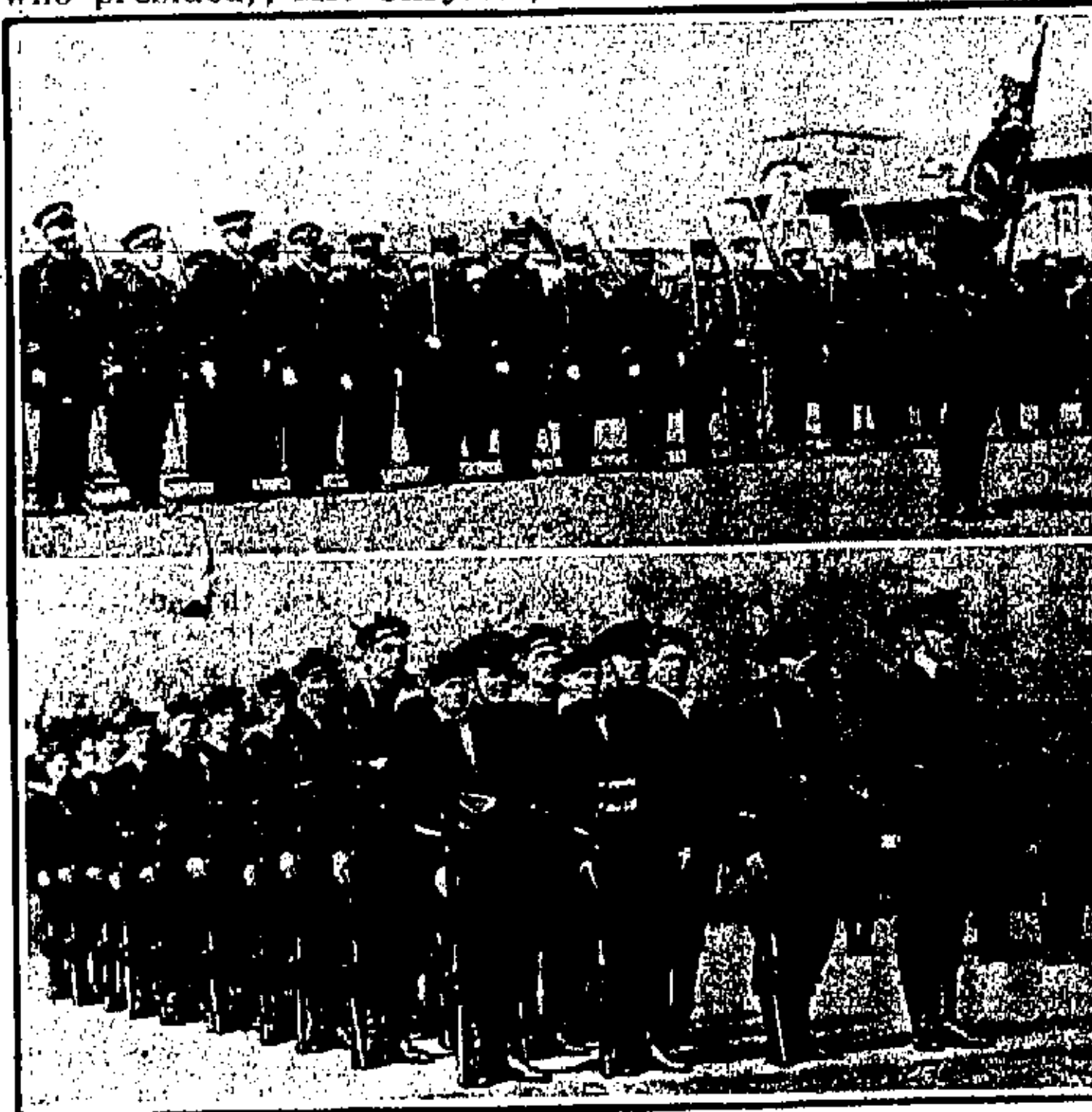
HONG KONG, SUNDAY, MARCH 31, 1929.



MRS. CHRYSLER WELCOMED IN HONG KONG.—Passing through on the Dollar Line round-the-world s.s. "President Johnson," Mrs. Walter P. Chrysler (wife of the motor-car manufacturer of that name) and her son, Mr. Walter P. Chrysler, Jr., and her daughter, Miss Bernice Chrysler, were entertained at a lavish Chinese banquet at the Kam Ling restaurant, West Point, by the Republic Motor Co. of China, the local agents for the Chrysler products. In the front row, left to right (starting from the fifth) are Mrs. Chrysler, Mr. Tang Chi-kin (who presided), Mr. Chrysler, Jr. and Miss Chrysler. Mr. D. M. Biggar of the Equitable Eastern Banking Corporation is standing between Mr. Tang and Mr. Chrysler, Jr. Mr. Lam Ming-fan, who delivered a witty speech, is second from left in the last row.



ANNUAL INSPECTION OF ST. JOHN AMBULANCE BRIGADE. — At Murray parade ground on March 26. Those walking past the ranks, at left, right to left are: — H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), Mr. Ho Kom-tong, O.B.E. (District Officer), Mr. E. Ralphs (Assistant Commissioner) and Dr. W. V. M. Koch (District Surgeon).—(A. Fong).



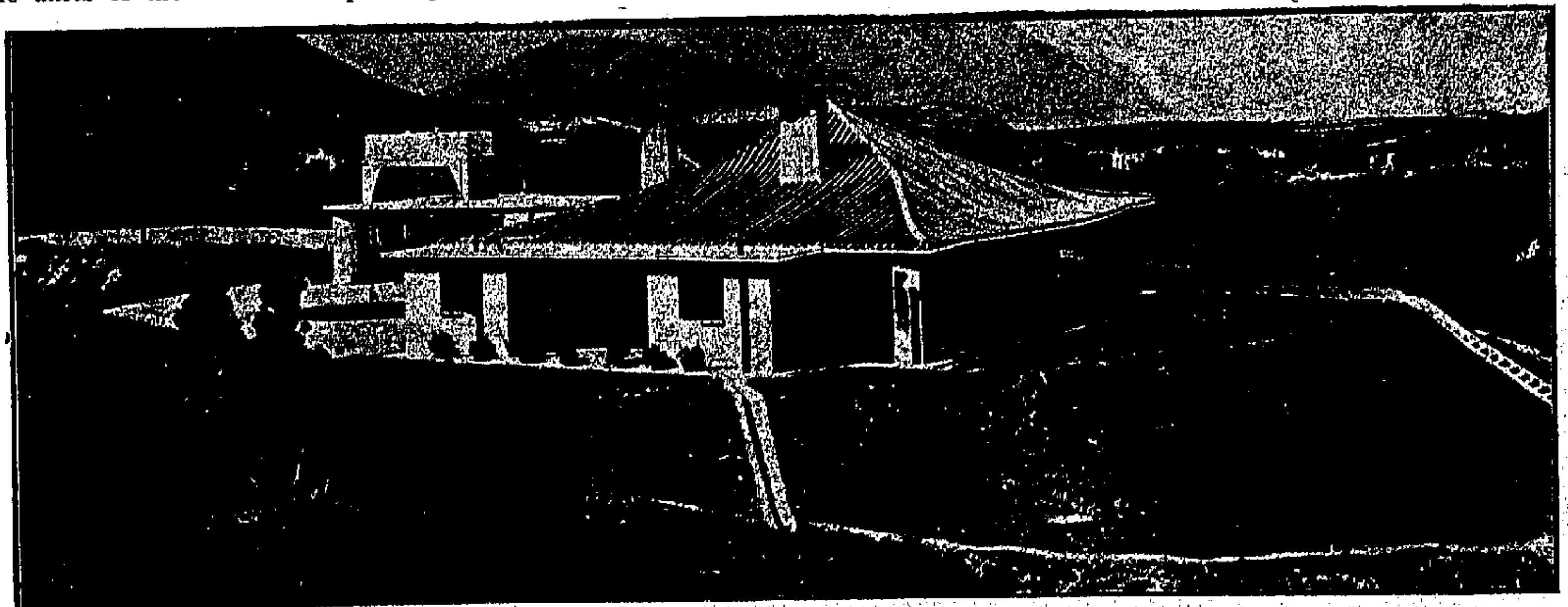
AT PRESENTATION PARADE.—A number of decorations were presented by Admiral Stotz on behalf of the French Government in the French Park at Shanghai where all the French troops present in Shanghai lined up in an impressive parade. The above pictures show the officers and one of the units of the French troops on parade.—(Ah Fong).



PRESENTING ONE OF THE TROPHIES.—H.E. the Governor at the annual inspection of the St. John Ambulance Brigade at Murray parade ground on March 26.—(A. Fong).



MOODIE-TOLLAN WEDDING.—At St. John's Cathedral last Saturday. Left to right: Miss Dorothy Tollan (flower girl), Mr. J. K. Ewing of Shanghai (best man), Mr. James Moodie (bridegroom), Mrs. D. Tollan (mother of the bride), Miss Anne McKenzie Tollan (the bride), Mr. Duncan Tollan of the Telephone Co. (the bride's father) and Miss Lorna Tollan (bridesmaid).



ONE OF THE COUNTRY RESIDENCES AT SHEK O, HONG KONG.—The bungalow belonging to the Hon. Mr. W. E. L. Shenton, standing in charming surroundings with a picturesque background.—(K. Fujiyama).



A DISTINGUISHED GATHERING.—A largely attended reception was recently given by Chevalier J. K. Chen, Director of the Shanghai Office of the Ministry of Foreign Affairs, at No. 1066, Avenue Joffre, to welcome Comte de Martel, French Minister to China; Amiral Stotz, Commander of the French Naval Forces in the Orient; Commandant Bruchard de la Brosse, Governor-General of Indo-China; Mr. E. Koechlin, French Consul-General at Shanghai; Mr. J. Meyrier, French Consul-General at Tientsin; Mr. F. W. Maze, Inspector-General of the Chinese Maritime Customs; Mr. W. R. Myers, Commissioner of Customs, Shanghai; Mr. Chu Ming-yl, member of the Central Executive of the Kuomintang; Mr. Chang Wei-nan, Commissioner of Foreign Affairs at Yunnan; Mr. Hsu Mo, Director of the Euro-American Section of the Ministry of Foreign Affairs; Messrs. A. Sopher, T. Sopher, T. Y. Yue and many other Chinese and foreign guests.—(Ah Fong).

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Snappy Spring Wear



Sharp contrast is found in this dainty black and white creation. The white blouse is trimmed in black and has a cape back while the black skirt is circular. Black hat, black and white slipper and hose complete the effect.

ONYX AND CORAL PLAQUES

The sketch in the new Patou red taffeta with stiff printed design is bordered with a Richelieu lace, sprinkled with tiny gold beads. Its precise stiffness recalls the days of Queen Anne.

Rose-colour is a becoming shade. A thick georgette is arranged with simple floating side draperies, and these are held just below the waist-line by plaques of onyx and coral, with a surround of brilliant.

FURS FOR SPRING

However delightful for sport and spring-like neckwear are the many scarves and ties, they do not alter the claims of elegant furs. With the new street "tailleure," the fox tie to match the grey or beige scheme is a great favourite, and where less warmth is required comes the always desirable tie of sable or marten.

"SUDDEN" FASHIONS

"WOMAN FEELS UNNATURAL
IN ECCENTRIC DRESS"

Fashion seldom goes in for sudden and startling changes to-day. This is not because dress is any less important to women than it used to be. On the contrary, the percentage of well-dressed women is infinitely larger than it was even a few years ago. But women do a good many other things besides dressing well, and unless one is comfortably conscious of them, a state of mind which is fatal to a chic appearance and extraordinarily bad for one's powers of concentration.

Any startling departure in dress is bound to produce a certain feeling of unease, and our wise dressmakers, therefore, introduce the alterations necessary to any art which is alive by gradual and subtle degrees.

Gradual Changes

Consider the skirt. It is not long since it was more like the kill than anything else, since knees were the most noticeable feature in any room where women were gathered together at any hour of the day or night.

Then our hems began a tentative journey downward towards the floor, first at one side only, then on both sides. After this they dropped suddenly to the ground, or almost, at the back, and stayed somewhere near the knees at the front. Yet all the time the designers were careful to leave us just as much freedom as we had in the ultra-short skirts, and so we have gradually become used to wearing quite long dresses for the afternoon and evening, keeping the short skirt for those places and occasions when it is really sensible and comfortable sports and the street.

The lines of our dresses have undergone subtle changes in other directions besides the matter of length.

Sleeves, for example, are more important than they were, and quite naturally. Active sports and exercises can only be played comfortably in sleeveless garments; but people eventually became tired of wearing the same sort of thing for every hour of the day and night, and so the completely sleeveless gown has been relegated to sports and full evening wear.

Ordinary morning and afternoon gowns have sleeves, and so incidentally have many of the newest evening frocks.

The Sleeve Question

This fashion of having sleeves in an evening dress is lovely when it has been created by a master hand.

It is obviously best suited to diaphanous materials like lace or chiffon and natural or delicate colours. Vivid colours usually need the relief of a good deal of

Spring Turns Woman's Fancy to Style



What was it that the young man's fancy turns to in Spring? Forgotten for just the moment. The ladies are thinking of their Easter logs right now. Now for the afternoon tea ritual. Bacchanova, left, shows that special costume which the occasion demands—black satin with draped chiffon, set off in exotic jewelry. Leila Hyman, centre, can stab her toes. Cause why? The snake skin tips and heels of her white shoes don't scuff. Now if your walking down the street you want to be attired like Esther Ralston, right, in a chic navy blue and with ensemble jauntily embroidered with white wool. Don't miss the off-the-forehead line of her little felt hat.

skin to prevent them from looking hard and glaring. The sleeved evening gown is usually on princess lines with a fairly deep décolletage at the back.

There are one or two points to remember before one decides to order a dress like this.

One is that it will be kind to thin arms but not to thick ones or heavy shoulders. Another is that the princess line is wonderful with a good carriage but hideous with a slouch.

Afternoon gowns also continue to insist on grace. They prefer an uneven hem line, very slim hips, and a touch of the unusual about the neck.

Many necklines are diagonal; others indulge in a sort of sophisticated fitch; some prefer a clever one-sided jabot, rather mysterious about the way it begins and ends. All of them are plain enough to give value to the jewels, real, semi-precious or frankly artificial, which are so inseparable from modern dress.

Some of the newest necklets are very large and rather barbaric.

Others go to the opposite extreme, and consist of a flat pendant of jade, lapis, or scarlet lacquer hung on a slender black or matching cord. Bracelets made of crushed eggshells and black and red enamel are perfect with an ensemble which has a touch of red.

The Fashion Boleros.
A little long-sleeved bolero for a satin afternoon dress is new and agreeably adaptable to different types of figures, because the ends may be tied in front or allowed to hang loose.

These little boleros will probably be worn with evening dresses too,

continuing that most convenient habit of having a frock in which one may be sleeveless or sleeved according to the temperature of the evening, or one's mood of the moment.—"Morning Post."

ACROSS THE BORDER

SCOTLAND DONS HER MANTLE
OF MYSTERY & SILENCE

[By Lady Kitty Vincent]

Most English people visit Scotland in the autumn when the heather is in full bloom and the forests are all amber and crimson. They leave like a flock of migrating birds at the first hint of cold, and they know as little of the real Scotland as they do of Greenland.

When the tourists have departed the country clothes herself once again in her old mantle of mystery and glamour, for the long winter night is at hand. It seems extraordinary to think that a night's journey will take one to mild, foggy London, for here the snow will lie at times thickly on the hills, and the sky be that faint hard blue which betokens bitter cold and against which the Norway pines stand out in stark relief.

Solitary Days in Lonely Glens.
The Scots housewife has a long solitary winter. The roads are impassable, perhaps for seven weeks at a time, and she must lay in her

provisions with care and forethought. What of the houses in lonely glens, where the snow is banked eight feet high on either side of the walls, and all night long the timbers crack in the hard frost? The inhabitants of these cottages fall asleep in a deathly silence, and they awake to the same silence—the silence of the great winter cold, and the only sign of life is the starving deer that the heavy snows have forced to the lower levels in search of food.

In a Land of Legends.
Is it any wonder that tales and legends of "ghouls and ghosts and lang-leggit beasts and things that go 'Bump!' in the night," are still believed?

With winter, Scotland is herself once again. The noisy tourists have departed, and she slips back a hundred years into the days of "faery."—"Daily Mail."



Peach coloured georgette or crepe de chine allied with dainty cerise lace is still first favourite for evening lingerie and pyjama suits, the latest designs of which are given herewith.



DUCHESS OF YORK

HAS A RUSH TO BROTHER'S
WEDDING

Thousands of women and girls cheered the Duke and Duchess of York at the wedding, at St. Margaret's Church, Westminster, of Mr. David Bowes-Lyon, the youngest brother of the Duchess, and Miss Rachel Spender-Clay, daughter of Lieut.-Col. H. H. Spender-Clay, M.P., and the Hon. Mrs. Spender-Clay.

The Duke seemed to share the seriousness generally exhibited by men on such occasions, but the Duchess was radiant.

As she followed the bridesmaids out of the church and down the path through the Abbey precincts she smiled to right and left on the crowd which had gathered there and which cheered with ever-increasing fervour.

Many girls, carried away by their affection for the Duchess, dodged under the arms of the policemen who were striving to keep an avenue clear, and waved their handkerchiefs within a few feet of her.

A Romantic Pair

For the bride and bridegroom, too, there were cheers. They looked a very romantic pair and their obvious happiness was infectious.

The bride was lovely in her gown of white silk brocade, and she made a charming picture. Over her right arm she carried a chain of orange blossom, and she clasped in both hands a silver-covered Prayer Book.

The scene in the church was a beautiful one. All around the bride and bridegroom were flowers of springtime. At their feet were snowdrops, beside them rose banks of red, white, and blue hyacinths and tulips of all colours, while above them spread curving boughs of white lilac, whose sweet scent came floating at times to the congregation.

There were little orange trees, too, whose branches were covered with blossom, and great orchids.

Most of the flowers came from the bride's country home, Ford Manor, in Lingfield, Surrey, and it was she who, with the help of her mother, and the head gardener from Ford Manor, had arranged them.

The head gardener was a guest at the wedding, and so also were dozens of other members of both outdoor and indoor staffs employed by the bride's and bridegroom's families. Some of them had never been in London before.

Visit to Norway

The Duke and Duchess of York visited Norway on March 21 to represent the King and Queen at

Ready for the Links



The novelty fabric used in this two piece ensemble is ideal for sport wear. The salmon coat is matched by a hat of the shade, while white is used in the skirt. The design gives just that degree of looseness which is needed for free movement.

FASHION NOTES

LATEST TIPS FROM LONDON
TOWN

SPORTS HATS

Interest always centres round the sports hats for spring and summer, for social life in the country requires certain dressing. Stitched, plain, and fanciful crepe de Chine are again a very popular choice. Later on we shall see some charming floppy shapes in muslins, though linen and pique are best for games.

In many cases the puchette, or new hand-satchel, is of similar colouring and fabric to hat and scarf.

the marriage of the Crown Prince of Norway and Princess Marthe of Sweden.

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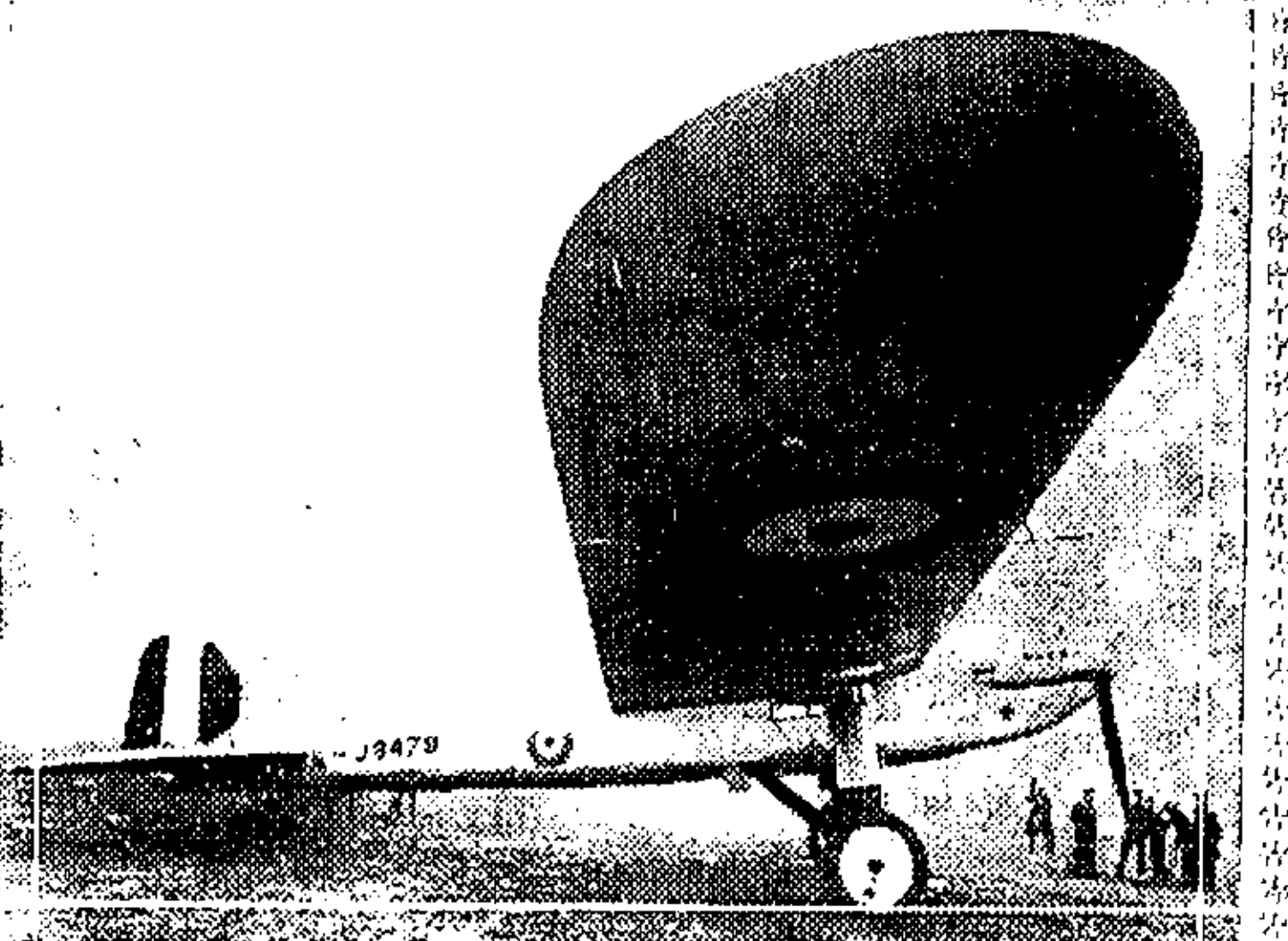
ROUND THE GLOBE IN PICTURES.



China Is Hungry.—One of the many pathetic scenes which are common in the destitute sections of Peking. Here a group of hungry children are being fed at one of the kitchens conducted by the Salvation Army, which is being helped by contributions from the foreign residents of the city. Free meal-tickets are issued to the poor by the Army.



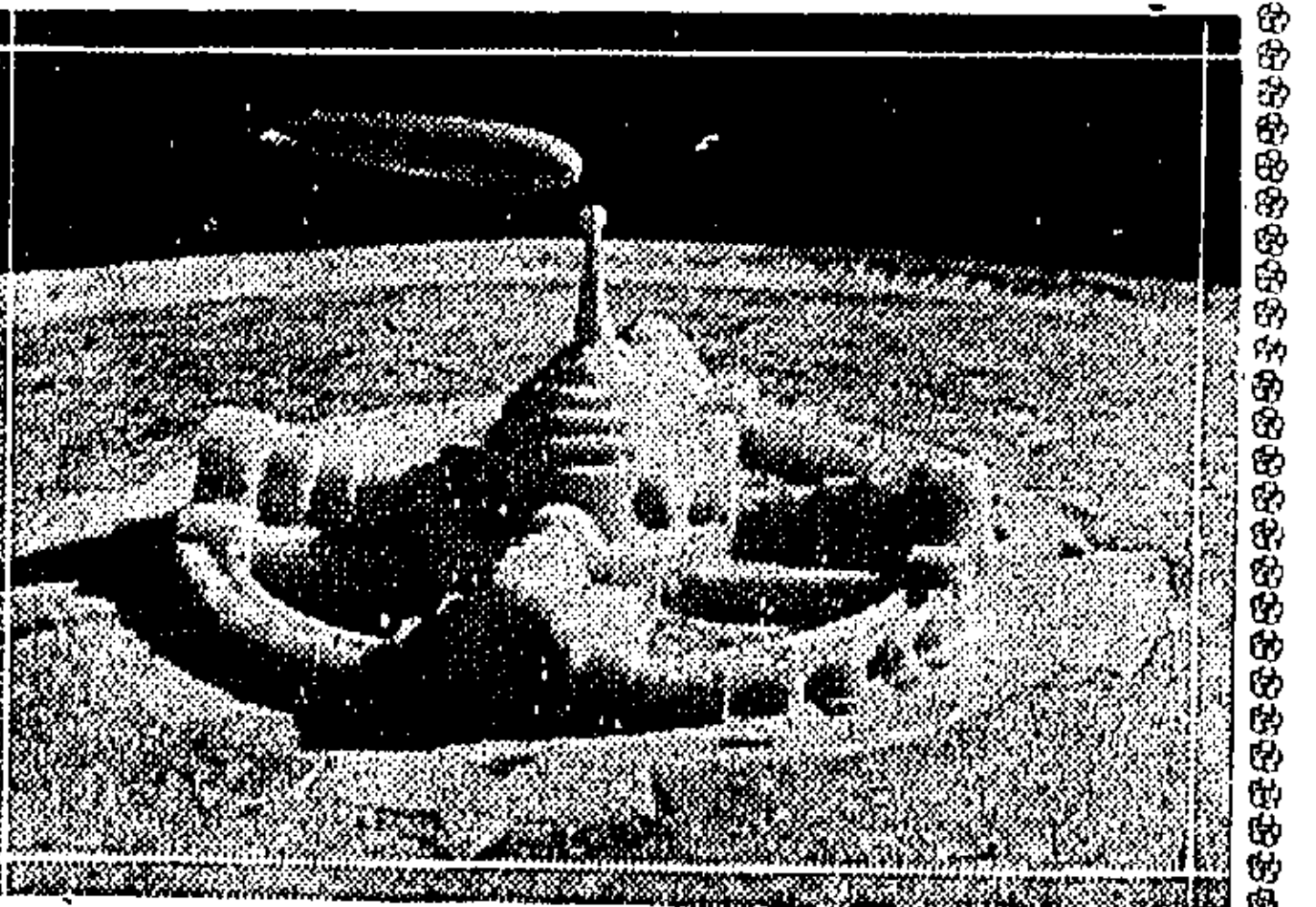
Norma Talmadge and Laurence Olivier.—Norma Talmadge and Laurence Olivier, who have just arrived in Hollywood to make their first picture, are shown here in a scene from their new picture.



Britain's New "Hush" Plane.—A new biplane, known as the "Hush" plane, is being built by the British Airplane Co., Ltd., at Cranwell, England. It is a four-engine biplane, and is being built for the purpose of setting a new distance record by flying from Cape Town, Africa, to Northern Scotland, over 6,000 miles. A thin and powerful fuel will be carried in the wings.



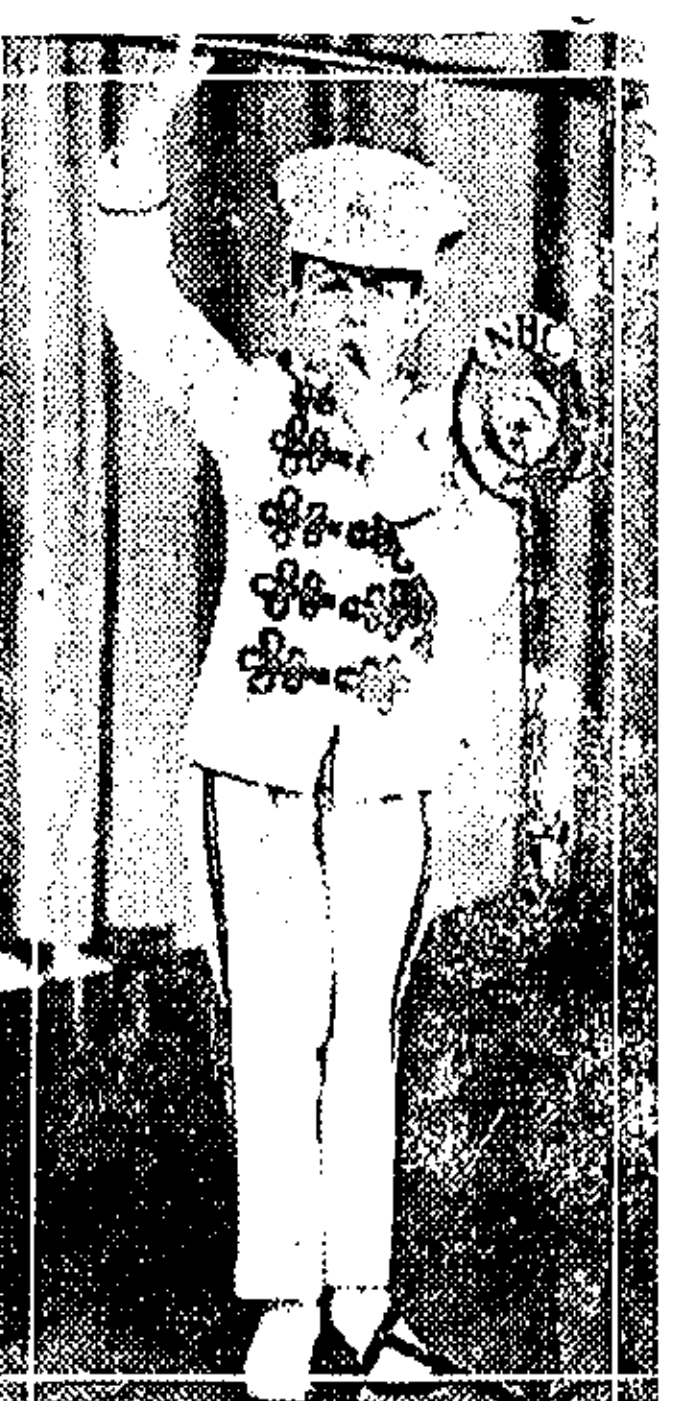
Struggling with A, B, C's.—A woman's class for learning the new alphabet—the Latin and English kind—as ordered by Mustafa Kemal. All persons under 40 are compelled to learn the new A, B, C's. Note at right, the women with veils—apparently old-fashioned women—who have not quite come to the unveiling stage of this modern reformation in Turkey.



Airport of the Future.—A soap model of the Beehive Airport, exhibited at the Aviation Show, Grand Central Palace. Atop the dome-shaped hotel, which will be 800 feet high (the world's tallest building) there will be a dirigible mooring mast, and below—like a round-house—are the hangars for 44 planes. The circular field will have a diameter of a mile and a half. Beneath the surface, a series of tunnels are planned—for autos, subways and railway trains—to concentrate in one unit all the facilities for high speed travel.



Hungary's Prettiest Girl—Miss Hungary of 1929, a refreshing new type of beauty, revealing a youthful sweetness and innocence. She is Erzsébet Krausz Simon, and will try for the title of Miss Universe in the International Beauty Pageant.



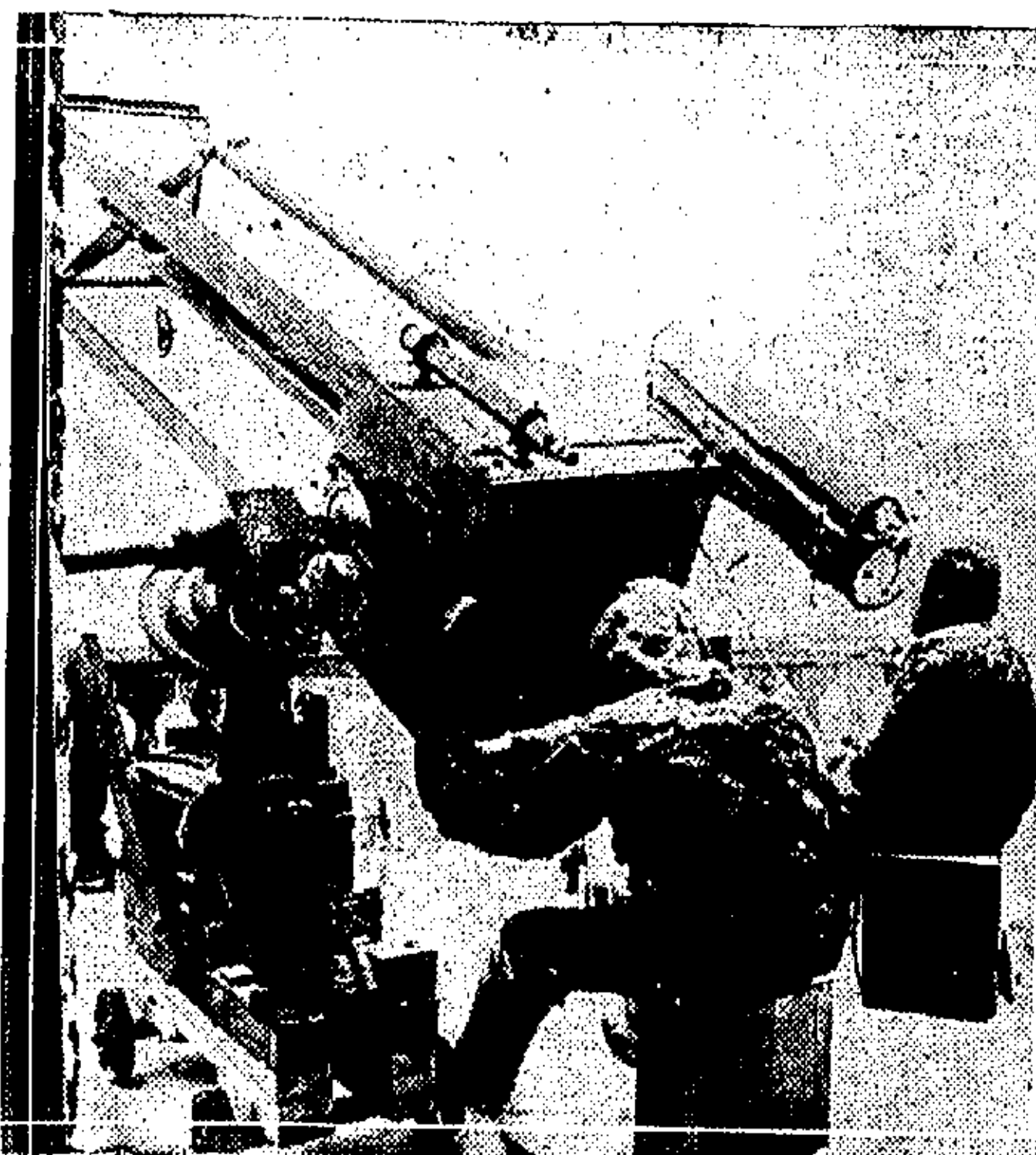
Norman Law, 11-year-old drummer major of the Young Australian League Band, who with 140 members of the League are making a good will tour of Canada.



A New Channel Aspirant.—Miss Gilmore, of London, the new aspirant, who is out to beat Gertrude Ederle's record of 14 hours 34 minutes. She trains in the icy sea and is called "Connie the Ice Breaker" by her trainer, Jabez Wolff, who claims she is faster than his last pupil, Lavinia Sharp, who swam the Channel last year in 14 hours 50 minutes.



Miss Elinor Smith, 17, who set a new world's record for women in flight endurance. Alone in her two-place Dornier Winkle biplane, powered with a 200 H.P. motor, she stayed up in bitter cold weather 13 hours 17 minutes. The former record made by Miss Bobby Trout, of California, was 12 hours 11 minutes.



The World's Highest Observatory.—Getting close to the stars—two scientists doing observation work on the extremely cold heights of the famous Jungfrau, in the Bernese Oberland, Switzerland. The instruments, located 11,500 feet above sea level, are among the most powerful in the world.



White House News Photographers' Association.—Left to right, Mrs. Herbert Hoover, Mrs. Harry S. New and Mrs. Calvin Coolidge, who have been elected honorary members of the White House News Photographers' Association, the most elite photographic association in the world.



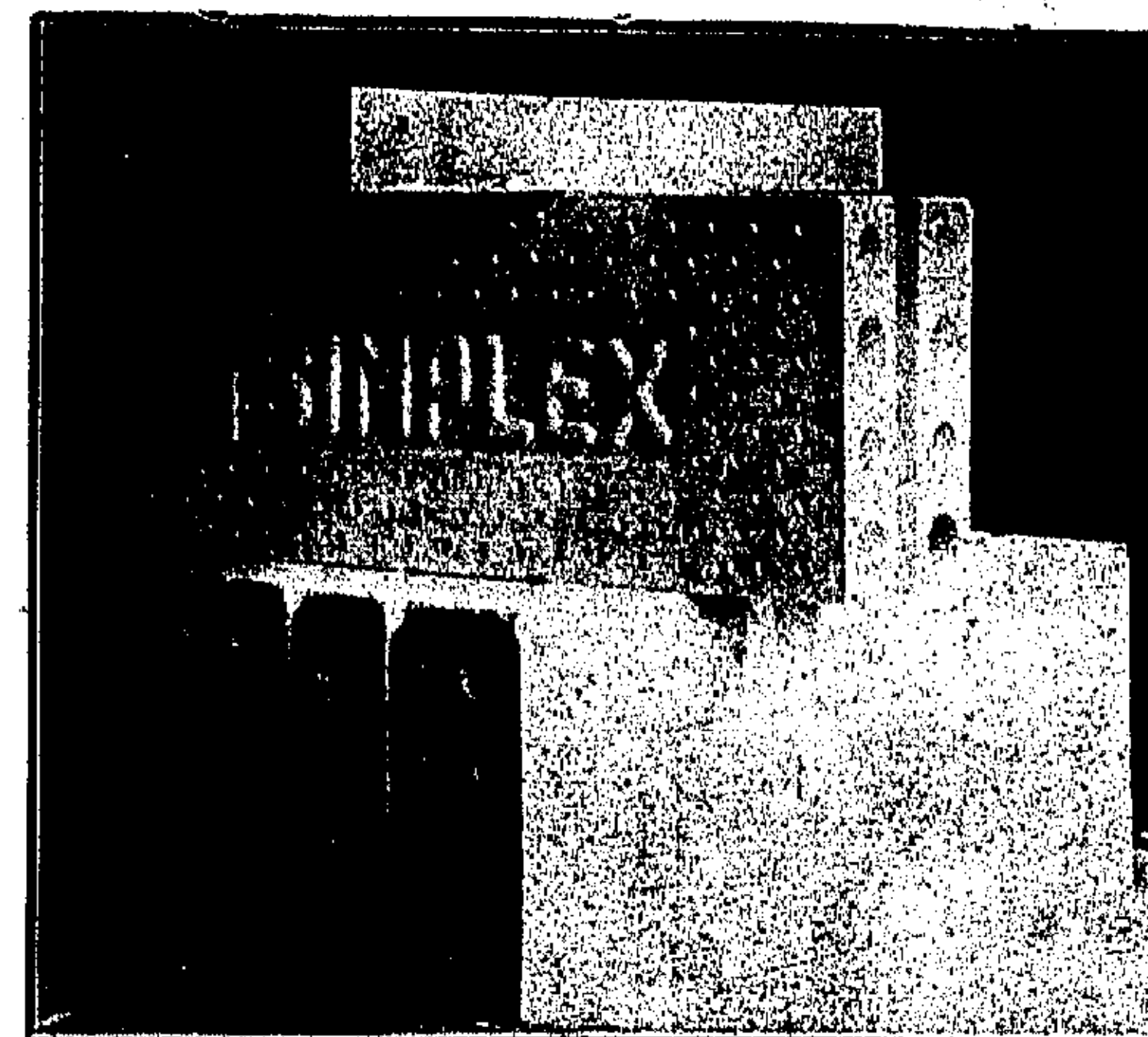
American Dresses of To-day.—Left to right, Cornelius Vanderbilt, Jr., Miss Sally Erickman, New York; Miss Rosalyn Wallace, New Rochelle, N.Y.; Mrs. Richard O'Connor, Dover, N. J.; and F. Scott Fitzgerald, noted novelist. The young ladies are three of the entrants in the nation-wide contest to find the most beautiful of the distinct American types, such as the debutante, co-ed, wife, mother, sports-woman, etc. Mr. Vanderbilt and Mr. Fitzgerald, together with John Barrymore of the stage and screen are the final judges in the contest.



Jack Sharkey, the Boston butcher, enjoying the milder sport of golf on the Bay Shore Golf Club course.

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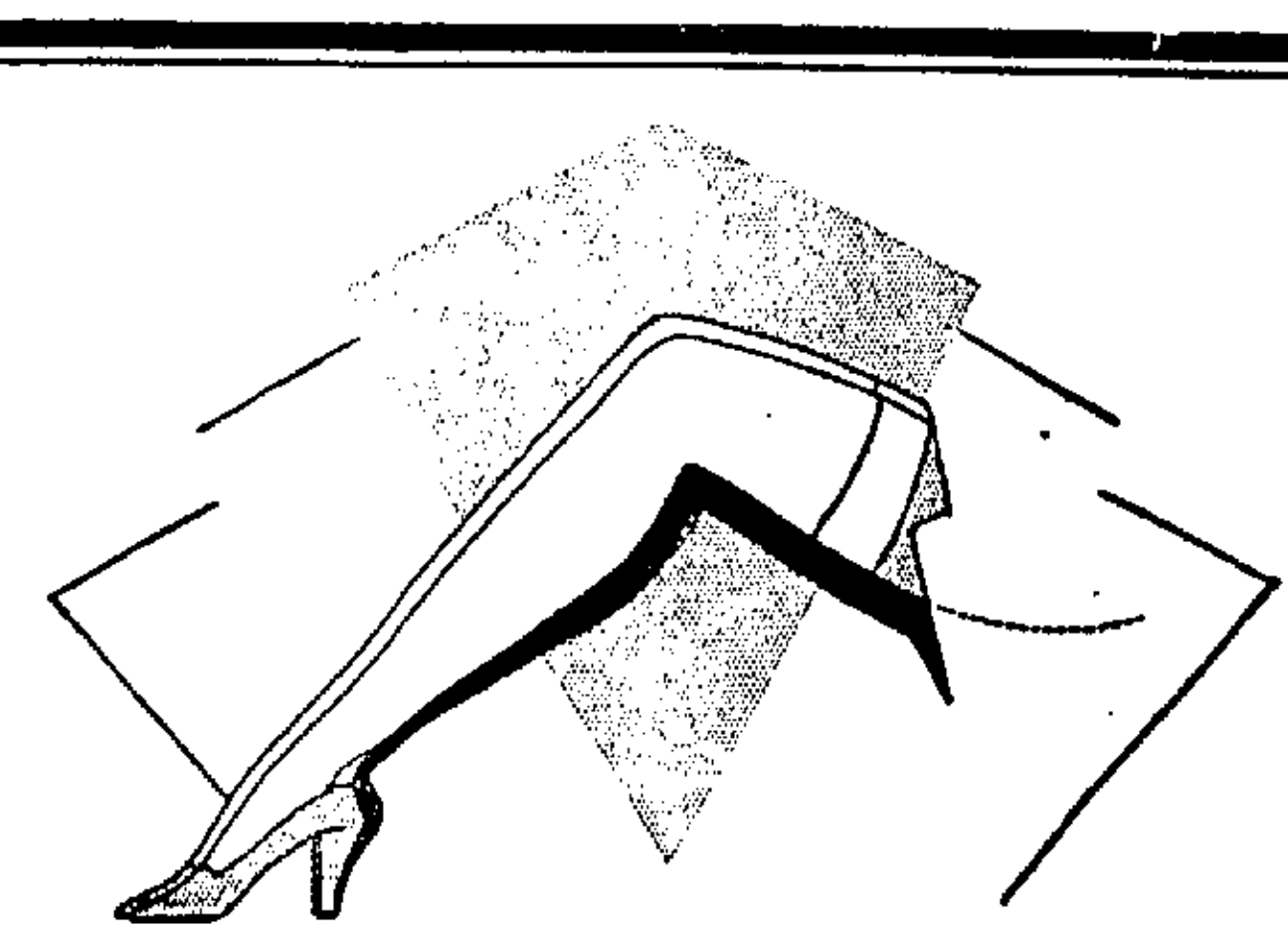
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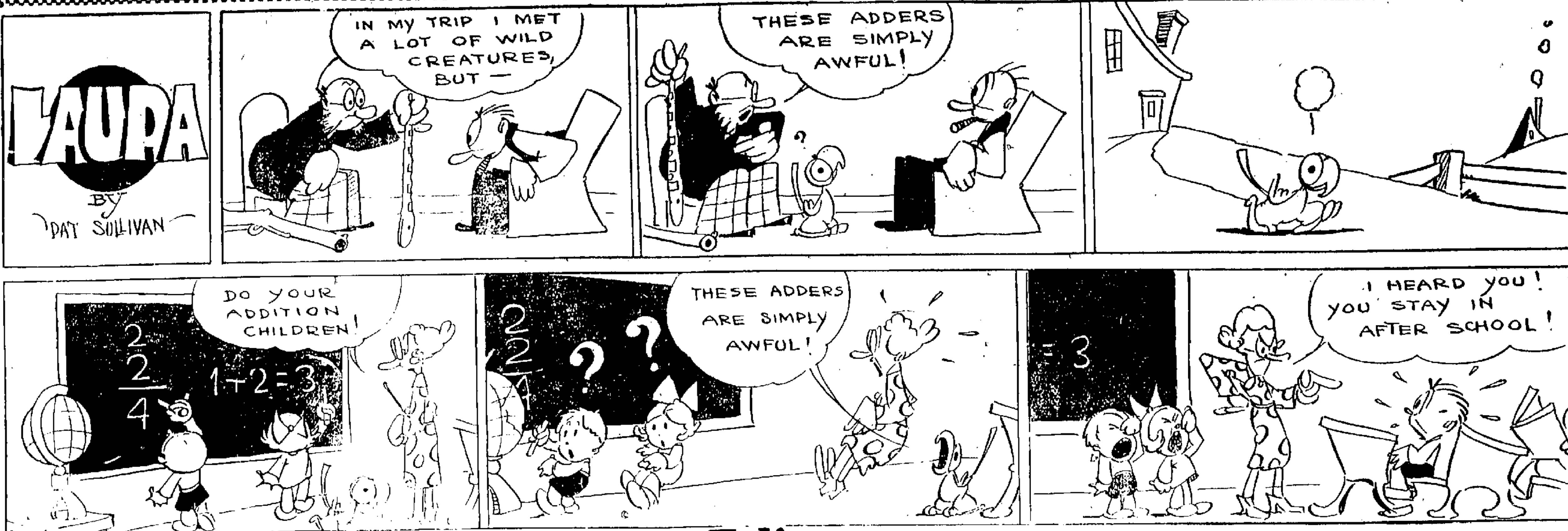
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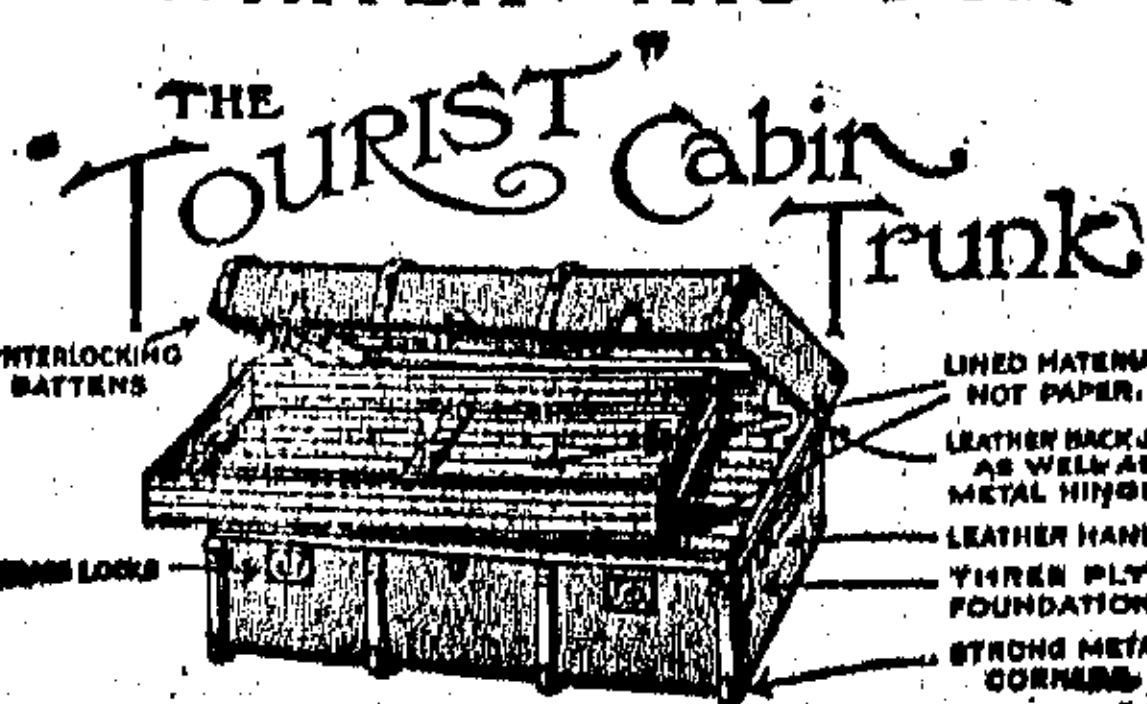
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Music and Melody

MUSIC IN EUROPE

Magnificent Recovery Reported

London, Jan. 23.
Professor Bernard Heinze, Omond Professor of Music at the University of Melbourne, has concluded a most interesting tour of the Continent, but he is most regretful that he was unable to visit Russia, where it takes two months to get a permit, because Russian art is progressing marvellously. He visited Brussels, Leipzig, Berlin, Warsaw, Vienna and Paris.



Beth Laemmle, attractive niece of Carl Laemmle, President of Universal Pictures Corporation. She is a well-known danseuse.

and says undoubtedly there is a magnificent musical recovery throughout Europe. The Berlin philharmonic playing is better than ever.

Vienna gave Professor Heinze the most thrills. There all the musical doors were opened to him, and the President gave him a reception. He was the guest of Richard Strauss, who most delightfully presented him with a handsome autographed volume and a facsimile manuscript score of "Tod und Verklärung." Vienna has three senior permanent orchestras, several junior orchestras, and a magnificent permanent opera. He was invited to conduct there in 1930. He has not noticed a musical revival in Britain, where things seem to be at a standstill, compared with the Continent. He says that Vienna, the centre of a popu-

AMUSING DEBATE

Wireless & Gramophone Influence

There has been an amusing discussion in the London "Musical Times" on the subject of the influence of wireless and gramophones upon singers and players in the family circle. This is a question that is not confined to any one country. It is debated everywhere, and usually there is a note of regret, perhaps alarm, in the suggestions that are made that for music in the homes reliance is now being placed almost entirely upon the radio and the record. Do we not hear the remark in Hong Kong nearly every day that since the introduction of the innovations the young people—and the old, too—"rarely touch the piano," and leave their singing neglected.

Here is what "Ariel" in the "Musical Times" writes:—"Once more we are being told on all sides that, owing to wireless and the gramophone, the domestic musician is silent—or, in the fashionable jargon, has ceased to function. 'On all sides': I should have said, on all sides but one, and it happens that the missing one is the most important. I allude, of course, to the domestic circle itself. Mr. Aldous Huxley devoted a recent article in the 'Daily Mail' to showing that all the world and his wife have given up performing and are becoming mere listeners. And our contemporary, 'Musical News and Herald' says: 'The gramophone, wireless, joy-riding, and, above all, dancing have literally ousted music out of the home. . . . Papa is no longer asked to perpetuate his nautical song after dinner, and mamma never practises the piano, because no one asks her to play.'"

In most families the nautical song of the head of the family was never a great blessing—and few enjoyed it, however warm the thanks may have been that followed it. As for mamma's piano solo, there is a spirit of gallantry among us, and her execution of a few "pieces" that delighted her parents and friends in the days of her youth, before the gramophone was invented, would still claim exclamations of admiration. She now has "no time for practice," and if one cannot practise the piano for hours every day (just as Paderewski and all the other famous artists do) it is better to sit and listen to records of the mighty.

lation of 8,000,000, sets the world an example. Professor Heinze held musical conferences with Continental conservatorium directors, whose methods, he says, are similar to those of the Melbourne Conservatorium, and he obtained new ideas regarding modernist developments. He concluded: "Undoubtedly my visit will be advantageous to my work. I have heaps of new ideas." He was emphatic that it was desirable that Melbourne should establish a permanent orchestra.



Henry Goldman, millionaire New York banker, heard two-year-old Yehudi Menuhin (above) for the first time and was so enthralled by his inspired violin playing that he presented the lad with a Stradivarius for which he paid \$60,000.

TUNG WAH HOSPITAL

(Continued from Page 8.)

request of the Hon Sir Shou-son Chow and the Hon. Dr. R. H. Kotewall to discuss means whereby we might better position. As the result, we took out \$2,000 from our funds in addition to the usual amount allowed for the purpose in previous years, for the purchase of padded coats and blankets to be distributed among the deserving poor.

Fire at Shaikwan
On the night of Jan. 4, 1929, a great fire broke out in Shaikwan destroying over 50 huts, and rendering homeless the occupants thereof. We immediately dispatched to the spot our ambulance, fully loaded with padded coats for distribution to the unfortunate sufferers. More than 20 refugees from this fire were admitted to the hospital's Home for Destitutes. We thank the Hon. Mr. H. T. Creasy, Director of Public Works, for allowing the refugees' huts to remain until after the Chinese New Year.

As "Hsin Wah"
On Jan. 16, 1929, we received a letter from the China Merchants S. N. Co. stating that the s.s. "Hsin Wah" had run on a rock and sunk near the Waglan Lighthouse. More than 300 passengers were drowned. A few of my colleagues and I at once went to the office of the steamship company to investigate, and returning to the hospital we called an urgent meeting to discuss the matter. As a result, we engaged two steam launches for towing two junks to go out to the place of disaster, in order to pick up any survivors. Some of my fellow-directors and I went together with some nurses and dressers to the scene of the disaster to supervise the work of relief. We must express thanks to Mr. R. A. D. Forrest, Assistant to the Secretary for Chinese Affairs, for arranging to send two Water Policemen to go with us to afford protection to the relief party. Many refugees were saved by a fisherman, Wong Mei, whose junk licence number was 2,603. On the advice of the Hon. Mr. R. A. C. North, we paid \$500 to Wong Mei out of the Emergency Fund as a reward to him.

Tung Wah Eastern Hospital
We must express our heartfelt thanks to the Government for having allotted a piece of land at Sookumpoo for the erection of our Branch Hospital. We thank Your Excellency for your gracious presence at the ceremony of laying the foundation stone on May 4, 1928. As the Tung Wah Eastern Hospital will soon be completed, we, with the permission of the Hon. Mr. R. A. C. North, invited the Sugar and Medicine Dealers Guilds to nominate a representative each to serve as a Director on our Board for the year 1929. I am glad to be able to report to Your Excellency that as the result of the strenuous efforts of the Building Fund Committee, the amount of subscription was increased from \$363,940 to \$453,687.40; and the amount actually received was increased from \$256,669.17 to \$380,607.40. A very large further amount will be required, and I wish the Building Fund Committee every success in their future efforts.

Visits to the Hospital
We express our sincerest thanks to Your Excellency, to the Hon. Mr. W. T. Southern and to the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall and the Hon. Dr. S. W. Tso for having kindly paid visits to the Hospital, and given us the benefit of most valuable advice.

Government Grants
We thank the Government for its annual grants of \$8,000 towards the running expenses of the Hospital and \$2,500 for the purchase of Western medicine, and for the privilege given us to purchase Western medicine from the Central Dispensary at wholesale price.

Expiration of Office
On Jan. 20, 1929, the new Directors took over their duties, and to them we handed over all the accounts, deeds and other documents. We wish them every success.

Conclusion
I desire to express on behalf of my fellow-directors and myself, our heartfelt thanks to the Government for giving us every facility and help in carrying out the charitable work of the hospital. For this help, I am sure the Chinese community of the Colony will ever be grateful to them.

Janna Duclou, known as "The Queen of Mystery," will give a demonstration of mental telepathy at the Queen's Theatre during all performances from today to Wednesday.

The "Sunday Herald" has received from Messrs. Noronha & Co., the Government printers, a copy of the "Hong Kong Government Gazette" for 1928, with supplements, duly indexed, with table of contents to facilitate reference.

NEW ADVERTISEMENTS

NOTICE.

H.K.W.G. & M.C.L.

THE ANNUAL GENERAL MEETING of the Hong Kong Women's Guild and Ministering Children's League will be held at the Helena May Institute on **THURSDAY, April 4 at 10.30 a.m.** Hong Kong, March 30, 1929.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES AND ENTRY FORMS for the **THIRD EXTRA RACE MEETING** to be held on **SATURDAY, 13th April, 1929** (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables. Entries **CLOSE** at 12 o'clock noon on **FRIDAY, 5th April, 1929.** Hong Kong, 30th March, 1929.

NEW QUARTERS

For Aristocratic Mosquitoes

(From Our Correspondent at the Front.)
Owing to the increase in temperature and humidity making conditions ideal for application of Ningpo Varnish, a large number of Aristocratic Mosquitoes have been able to find other quarters and have moved out of the communal breeding places generously provided by the Kowloon-Canton Railway. The Hoi Polloi of the Mosquito community are still making good use of the communal quarters above referred to and the Maternity Home is doing a Land Office business in births. Furthermore, some cow lifted the Burgomaster's razor which, with the approach of Easter, has compelled him to dye his whiskers red. There will be no christening ceremony at the Anopheles Maternity Home until the razor is returned.

THE BANVARDS

Score Another Success at Kowloon

Mr. Banvard evidently believes, with Michael Angelo, that "trifles make perfection." The care and attention which have given Mr. Banvard's present Musical Comedy Co. that quality that so satisfies the eye and ear were again evident in the first performance of "Lido Lady" in the Star Theatre, Kowloon, last night. The cast is a strong one, every one being admirably suited to his or her role. Of the ladies, Miss Cherry Wylmott stands out in the part of Peggy Bassett. An accomplished actress, she has the gift of comedy at her finger tips. Sparkling and vivacious she never flags once during the whole time she is on the stage, which is most of the evening.

Miss Graye Jukes, as Fay Blake, makes a dainty heroine, singing and dancing her way through with charm and ease. Opposite to her plays Jack Desmond, an attractive "juvenile lead" who dances exceedingly well. His duets with Miss Jukes and Miss Wylmott were especially commendable.

In a part not worthy of his fine artistry, Mr. Frank Atkinson did everything possible. We shall, no doubt, see him again in something more worthy of this comedian. Edgar Stanmore as Bill Hooker was as usual his droll self, and plays throughout with quiet humour.

Of the lesser parts Miss Ethel Beard, as Rita, plays well and her one song is a particularly attractive item to the show.

Miss Edna Ray, as Peaches, contributes a very beautiful dance, in which this little lady excels herself.

For the rest Messrs. Billy Bray, Angus Strong, and Louis Bradfield each adds his assistance.

We must not forget the chorus which adds very considerably to the success of the evening's entertainment in real hard work and attractiveness. It is a charming and jolly little show that should win by its merits a full attendance each evening.

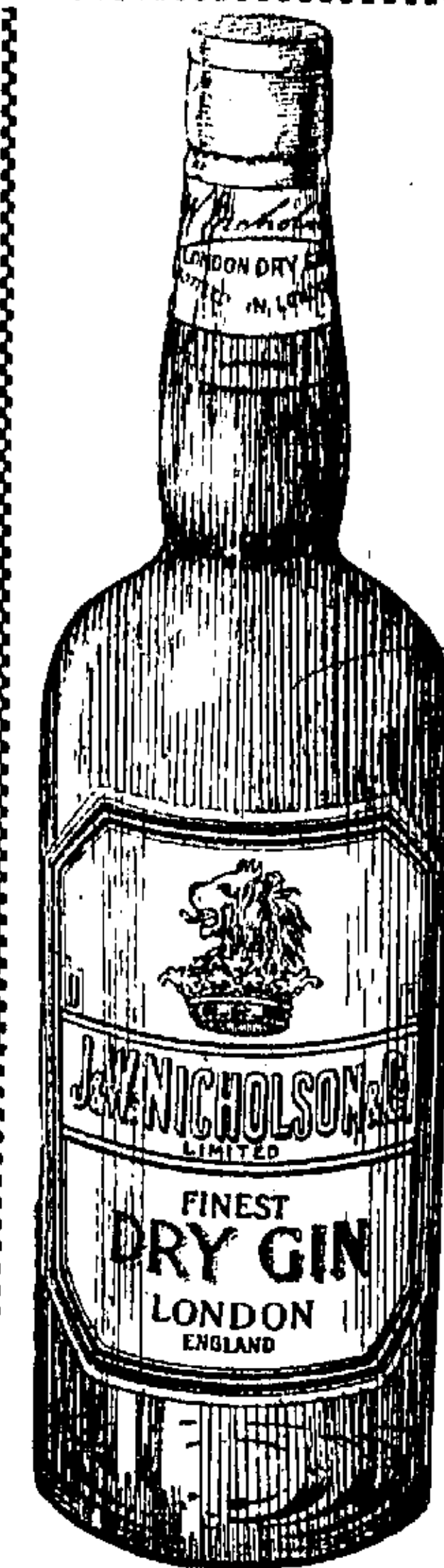
Among the transfers which have taken place in the F.M.S. Police force are the following:—Mr. E. E. H. Beck, Assistant Commissioner, from Kuantan to Kuala Lumpur as Commandant, Police Depot; Mr. R. M. Fry, Assistant Commissioner from Kuala Lumpur to Muar, Johore as C.P.O.; Mr. B. M. B. O'Connell, Assistant Commissioner, from Kuala Lumpur to Kuantan as O.S.P.C.; Mr. H. B. Beverley, Probationary Assistant Commissioner, from Pakan to Johore Bahru as Adjutant; Mr. A. L. Long-staff, Probationary Assistant Commissioner, from Matang to Kuala Selangor as O.C.P.D.; and Mr. H. F. Richards, Probationary Assistant Commissioner, from Kepong to Tampin as O.C.P.D.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 2nd day of April, 1929, at 3 p.m.,** at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements	Contents in Sq. feet.	Annual Rental	Upset Price
1	100	At Mong Kok Tsui, Kowloon	ft. ft. ft. ft.	about	2,110	24
As per sale plan.					2,110	24



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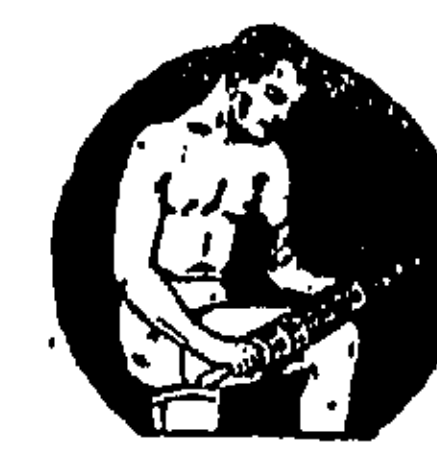
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USE THE "PUNKT-ROLLER"

This is the most effective form of massage. The exhilarating effects of five minutes' use leave the circulation sufficiently active to dissolve FAT DEPOSITS. The invigorating sensation of fitness remains for hours. See for yourself, from day to day, the use of the PUNKT-ROLLER will REDUCE and SHAPE THE HIPS, THIGHS and CALVES.

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TRY

CAPSTAN

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20

To-day and To-morrow, "Detectives," a hilarious comedy of blundering sleuths, featuring the popular comedy team, Karl Dane and George K. Arthur. Also, Janna Duclo, mental telepathist.

Tuesday and Wednesday, "Don't Marry," a delightful and refreshing story of romance, with Lois Moran, Neil Hamilton and Claire McDowell. Also, Janna Duclo, mental telepathist.

Thursday to Saturday, "The Awakening of Love," presenting Vilma Banky in her first individual starring role. A thrilling story of war and love, with Louis Wolheim and Walter Byron.

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20

Final Showings To-day, (5.15 & 9.20) "Wolf Fangs," a thrilling dog picture starring the Canine Marvel, "Thunder," (2.30 & 7.15) Chinese picture with English titles, "Love's Frailty."

To-morrow and Tuesday, (5.15 & 9.20) "The Wise Virgin," a thrilling romance with a startling climax, (2.30 & 7.15) Chinese picture with English titles, "Love's Frailty."

Wednesday and Thursday, "Sally, Irene and Mary," a fascinating picture of the theatre, with Sally O'Neil, Joan Crawford and Constance Bennett.

Friday and Saturday, — Bebe Daniels' sparkling comedy, "Miss Brewster's Millions."

STAR THEATRE

At 5.30 and 9.15

Matinees Every Saturday and Sunday at 2.30 p.m.

Final Showings To-day, (At 2.30 and 5.30 p.m.) Cecil B. De Mille's superb dramatic production, "The King of Kings," At 9.15 p.m., The Banvard Musical Comedy Co. in "Lido Lady."

To-morrow and Tuesday, (At 5.30 only), Florence Vidor in "The Mirage," At 9.15 p.m., The Banvard Musical Comedy Co. in "By Request."

Wednesday and Thursday, (At 5.30 only), Jackie Coogan in "Johnny Get Your Hair Cut."

Wednesday at 9.15, The Banvard Musical Comedy Co. in "Clowns in Clover."

Thursday at 9.15, The Banvard Musical Comedy Co. in "Oh, Kay."

Friday at 5.30 only, "Flash," the new dog star in "Under The Black Eagle," At 9.15, The Banvard Musical Comedy Co. in "Tip Toes."

Saturday at 2.30 and 5.30, "Under The Black Eagle," At 9.15, Farewell performance in the Banvard Musical Comedy Co. in "Folies Bergere."

MOVIE REALISM

To those movie fans who notice the spectacularly wild run down a shell-torn hillside road, with Louis Wolheim in a two-wheeled cart furiously driving a snow-white stallion while shells almost burst in his lap, in the new Vilma Banky picture, "The Awakening of Love," Director Victor Fleming has an effective explanation: the scene was rehearsed, but not played as rehearsed. The steed's wild gallop and Wolheim's thrilling ride were as real as anything ever was. The horse, frightened by the ex-

"DON'T MARRY"

Refreshing Comedy-Drama of Youth

TUESDAY AT QUEEN'S

"Don't Marry," a gay romantic farce, well screened, with Lois Moran in a dual personality role, will be the feature film at the Queen's Theatre on Tuesday and Wednesday.

One of the outstanding things in the picture is the interesting characterisations of Miss Moran. During the last few months, under the banner of Fox Films, this young player has proved herself an excellent comedienne, and in the stellar role of Priscilla Bowen she shows rare ability.

Opposite Miss Moran is Neil Hamilton, who proves an ideal foil as the young man who thinks his ideal is an old fashioned girl, but eventually is disillusioned.

In this happier-versus-the-old fashioned story Miss Moran is cast as Priscilla Bowen, a modern young girl who lives with her puritanical aunt, Abigail Bowen. When Priscilla falls in love with an old-fashioned boy, Henry Willoughby, she decides to win him at any cost. Priscilla intrigues with Henry's father to show his son that modern youth can deal the old-fashioned cards and spades. Priscilla has a twinge of conscience and decides she cannot marry him under false pretenses. While the two families are visiting a summer resort Priscilla slips back into her modern clothes and poses as Priscilla's cousin. Henry falls in love again. Events move rapidly to a satisfying climax which has been cleverly directed to give the desired effect.

UNUSUAL STORY

Patsy Ruth Miller in "The Wise Virgin"

"The Wise Virgin," in which Patsy Ruth Miller and Matt Moore are starred, which comes to the World Theatre to-morrow, is a picture built up of unusual situations and contains a wealth of humor, comedy and romance.

The story centres around a high speed model of a girl. She takes a holiday in a place with a third for figure. Her grandmother, how ever, wants her to marry one of her own countrymen and so that she can compare with the common of her land. To avoid this, she has an idea that she has secretly had in mind for some time. After much coercion she goes and the American but she is not ready with the foreign one and she refuses to be anything but a "virgin in name only." Complication, suspense and many startling incidents take place before the spectacular climax.

"THE MYSTERIOUS LADY"

Film-land's most successful trio, Greta Garbo, Fred Niblo and Bess Meredyth, combined in the making of "The Mysterious Lady," which opens shortly at the Queen's Theatre as a Metro-Goldwyn-Mayer feature production.

Miss Garbo, starring in the spectacular drama of European military intrigue, scored her first outstanding screen success in "The Temptress," which Niblo also directed. Miss Meredyth, who has acted Niblo in a number of productions, including the famous "Ben-Hur," wrote the scenario for the new picture from an original story by Ludwig Wolff, a German author.

Conrad Nagel plays opposite Miss Garbo as a young Austrian officer and Gustav von Seyffertitz and Edward Connelly are in the supporting cast.

possession, became panic stricken and ran away, to be later caught from the camera auto which preceded it down the road, and from which the scene was filmed.

The Cinema Page

"THE KING OF KINGS"

Final Showings of a Beautiful Picture

Cecil B. De Mille's superb dramatic picture "The King of Kings" is being screened for the last time to-day at 2.30 and 5.30 p.m. in the Star Theatre. "The King of Kings" has been heralded the world over as a notable film achievement. It demonstrates once more in such a manner as has never been equalled—the magic of the motion picture, the genius of the camera, the dexterity of the scenic artists, the skill of the make-up department, the versatility of the wardrobe designers, the power of sympathetic understanding in the handling of a huge cast of players, who are not merely playing in this case but feeling and believing their roles.

"DETECTIVES"

Popular Comedy Duo Together Again

MYSTERY—COMEDY

Karl Dane and George K. Arthur, that cheerful team of funmakers who, in "Rookies," "Baby Mine" and "Circus Rookies," romped through comic troubles, had nothing as compared to their woes, trials and tribulations in their latest, "Detectives," which is being shown to-day and to-morrow at the Queen's Theatre.

It is by far the most strenuous of their adventures since they became a comedy team of the screen, and, consequently, one of the funniest things they have ever offered. Dane plays the part of

"WOLF FANGS"

Featuring the Canine Marvel "Thunder"

A splendid outdoor picture containing thrilling moments of adventure together with a delightful love story of both dog and man—such is "Wolf Fangs," the Fox Film production which is being shown for the last time to-day at the World Theatre.

"Thunder," the new dog star, grows up from a trusting puppy to become the leader of all canines about him. In this case it is a pack of wolves he leads, and his sense of humour—it might almost be called that—as well as his fighting ability is brought to the foreground in an amazing manner. His supporting cast of canine actors are exceptional, especially the lovely White Fawn, with whom

A GLORIOUS SUCCESSOR TO "ROOKIES"

YOU don't need to be a detective to find a thousand laughs and thrills in this comedy knockout! Stolen jewels, mysterious disappearances, a beauty in distress, and our heroes solving everything in a big way!

A LAUGH IN EVERY FOOT!
A THRILL IN EVERY FOOT-PRINT!

KARL DANE
GEORGE K. ARTHUR
in
DETECTIVES
A Metro-Goldwyn-Mayer Picture

ALSO, AT ALL PERFORMANCES.

JANNA DUCLO

AT THE
QUEEN'S TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

Unquestionably, Cecil De Mille is the greatest mob director in the world. His are the most majestic screen adaptations of biblical history. Nothing like "The King of Kings" could ever have been given by the stage. Nothing like it could have been managed so tremendously, so lavishly, so beautifully and so gloriously for the screen without the knowing hand of De Mille. "The King of Kings" is a picture that all should see.

To-night at 9.15, The Banvard Musical Comedy Company present "Lido Lady."

"A BURNING FLAME"

Sally, Irene And Mary for World

Based on the Broadway comedy of the same name written by Edward Dowling, "Sally, Irene and Mary," which will be shown during the 5.15 and 9.20 performances on Wednesday and Thursday at the World Theatre, is as great a success as the play itself. It is interesting to note that the three characters of the story are celebrities on the music hall stage and from childhood they have been the closest of friends.

Described as a brightly burning flame, Sally coaxes two little moths, Irene and Mary, from the East side of New York, and they follow in her footsteps. One of the moths, however, dies and the other is content to return to her rich lover and her former surroundings.

The part of Sally is taken by Constance Bennett, and that of Irene and Mary by Joan Crawford and Sally O'Neil respectively, while William Haines is given the role of Sally's lover. At 2.30 and 7.15 p.m., "The Chinese picture" (with English titles) "Love's Frailty" will be screened.

The appearance of beautiful Lois Moran in a fashionable bathing beach in a long-legged suit of the 1890 vintage is one of the comedy touches of "Don't Marry."

a blundering hotel detective, and Arthur a lighthouse boy who wants to "detect."

The fun starts from the time the mysterious Orloff, sinister criminal, invades the hotel and the two heroes get on his trail. They blunder into dangers galore—are trapped in a subterranean cavern with grim mummies to keep them company; they plunge through secret trapdoors; Dane disguises

he again falls in love. That veteran actor, James Gordon, lives up to his reputation and makes a most convincing villain, while Frank Rice lightens the plot with his quaint mannerisms.

In a word, "Wolf Fangs" is a highly entertaining bit of photoplay, well directed by Lew Seiler, pleasing to the eye because of the gorgeous north country scenery, and something that should be seen to be appreciated.

MOVIE CORRESPONDENCE

J.B.R.—Sammy Cohen, your favourite comedian, is due here soon in a splendid comedy entitled "Flattered In Paris," which has been described as even better than "Why Sailors Go Wrong."

"Fan"—Richard Dix's real name is Ernest Brimmer. He is not married or engaged.

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

himself as a mummy. Arthur imitates Julian Eltinge and masquerades as a girl, and Marceline Day, the heroine, almost has her brain operated on to destroy her memory in the fast and furious fun.

Marceline Day makes a very charming little heroine, and Tenen Holtz is a convincing villain as the sinister Orloff, while Polly Moran offers a new line of comedy as the society dower who loses her jewels. Clarence Lyle is a convincing as the secret ally of the "monster crook" and Koo Mai is his assistant.

The weird settings in the grotto scenes and the illusory trapdoors

"THE AWAKENING"

Moving Drama of Romantic Alsace

STARRING VILMA BANKY

"The Awakening," coming to the Queen's Theatre on Thursday marks the first appearance of Vilma Banky as a star in her own right. In this story of thrilling romance in Alsace, Miss Banky, previously famous as the co-starring partner of Ronald Colman, reaches the heights of screen recognition.

"Two Lovers," "The Night of Love," "The Wiping of Barbara Worth," "The Magic Flame" and "The Dark Angel" with Ronald Colman, as well as "The Eagle" and "The Son of the Sheik," with Rudolph Valentino, have previously established Vilma Banky as one of the most popular picture actresses on the screen.

"The Awakening" reveals Miss Banky in the role of a simple Alsatian peasant girl meeting her first love in the days just preceding and immediately after the outbreak of the World War.

The conflict of emotions between this lovely peasant and the dashing German officer, who, having been attracted to her as a passing fancy, only to discover that he is deeply in love with her, makes "The Awakening" a tremendously moving story. Hated by all the villagers who have always idolised her as their symbol of beautiful purity and whipped out of the village by her wealthy suitor, she flees from her shame, leaving her

BANVARD COMPANY

Musical Comedies To Be Played This Week

The Banvard Musical Comedy Company, having opened to a packed house at the Star Theatre last night are thus assured of a highly successful return season. To-night "Lido Lady," the big London and New York success, will be repeated, and to-morrow and Tuesday, "By Request," a new revue, will hold the bill. This will be followed by "Clowns in Clover" on Wednesday, "Oh, Kay" on Thursday, "Tip Toes" on Friday, and "Folies Bergere" will be given as a farewell performance on Saturday. Seats may be booked in advance at Moutries or the Star Theatre.

over with the impression that she has committed suicide.

How the pair meet again and how the very man who whipped her out of the village is the means of their salvation is skillfully developed in the story. In contrast with the terror and bloodshed of wartime, the early part of the film depicts the rural charm of the Alsatian countryside and the pastoral beauty of the village festivals, where pretty girls coquette with their rustic lovers and the handsome officers of the Uhlan regiment.

"FLASH"

The most valuable dog in the world has just been made a film star. The dog is Flash, a police trained German shepherd valued at \$100,000 and for whom two different offers of \$50,000 have been refused. Flash's father came from Germany and was a member of the police department of the city of Hamburg. The animal makes his film debut in Metro-Goldwyn-Mayer's "Under The Black Eagle."

G.\$40,000 worth of German Cavalry uniforms were specially bought for Vilma Banky's thrilling picture, "The Awakening of Love."

FUTURE EVENTS

Films That Are Coming Here

"The Mysterious Lady," an absorbing picture of love and intrigue. With Greta Garbo, Conrad Nagel and Gustav Von Seyffertitz.

"The Cardboard Lover." A merry tale of Monte Carlo. Featuring Marlon Davies, Jetta Goudal, Nils Asther and Tenen Holtz.

"The Gateway of the Moon," a tropical tempest of emotion on the Amazon. With Dolores del Rio, Ted McNamara, Walter Pidgeon and Leslie Fenton.

"The Iron Mask," Douglas Fairbank's latest thriller, with an all star cast.

"The Cossacks." A vivid pictorialisation of the famous novel by Lyof N. Tolstoi, with Renee Adoree and Ernest Torrence.

"The Crowd." King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

The heart drama of a loveless maid and an officer of many loves. It will thrill you!



Vilma Banky
in "The Awakening of Love"
with
LOUIS WOLHEIM
WALTER BYRON
To be screened at the Queen's from Thursday to Saturday next.

DOLORES DEL RIO

Dolores Del Rio, fresh from her triumph in "Revenge" is again cast in a part that is said to give her new opportunities to show her great and alluring charm as well as histrionic ability.

Her latest picture is "The Gateway of the Moon," which is shortly coming to the Queen's Theatre.

This is a story of railroad building in South American jungles, in which Miss Del Rio plays the stellar part of a primitive girl of the wilds, in love with a young English engineer.

A PRODUCTION WORTHY OF ITS SUBJECT!

CECIL B. DE MILLE'S

SUPERB DRAMATIC PICTURE

The King of Kings

A FILM THAT WILL LIVE FOR EVER IN THE MEMORY OF ALL WHO SEE IT!

AT THE

STAR

FINAL SHOWINGS TO-DAY

At 2.30 & 5.30 Only.

9.15—THE BANVARD MUSICAL COMEDY CO.—9.15

WILLIAM FOX presents

WOLF FANGS

Featuring

"THUNDER"

THE CANINE MARVEL



The stirring drama
of a dog's devotion!

THRILLING AND DRAMATIC!

AT THE

WORLD

FINAL SHOWINGS TO-DAY.

at 5.15 & 9.20 Only.

2.30 & 7.15, Chinese Picture with English titles, "LOVE'S FRAILTY."



"FEAR GOD"

Observance of Islam's Great Fast

True Moslems all the world over began on February 10 the observance of what is, probably, the most rigorous fast celebrated by mankind. This is the Fast of Ramadan, so called after the month during which it is laid down in the Koran: "A fast is prescribed to you as it was prescribed to those before you, that ye may fear God." The fast was ordered to fall in Ramadan, because this is the holiest of all the Mohammedan months. It was during it that the Koran was "sent down to be man's guidance."

From sunrise to sunset, from the first day to the last, fasting is an obligation on all, save the sick, the aged, and those travelling, and nothing could be more scrupulous than the manner in which it is kept, even by Moslems who are far away from Mecca and the Holy Cities of Iraq. Food and drink may not be taken, and smoking is forbidden. The fanatic even considers that if water is accidentally swallowed while cleaning the teeth, the fast is broken.

Relief comes at sundown, with the cry of the muezzin or the boom of a gun, and I have not witnessed many scenes as animated as those in Eastern coffee shops, when the Faithful troop in to break the fast usually with tea served in glass cups. There is no unseemly rush, no wrangling over service, but there is many an "Allahu Akbar" ("God is great") and many a "Bismillah" ("In the name of God") murmured as tea comes round, and with it cigarettes or narghilehs.

During the night, although the Koran ordains, "Eat and drink until ye can discern a white thread from a black thread by the day break," there are generally no wild orgies of feasting.

Many long hours of the night are eked out in reading the Koran

and in prayer—"prayer being better than sleep." Ramadan nights, indeed, are held to have greater merit than any other nights of the year. This is specially true of the "Night of Glory or Power," which falls between the twentieth and twenty-first of the month, when God is said to release the greatest number of souls from the tortures of hell. In its significance the "Night" has been compared with the Christian Day of Resurrection. Its exact date, however, is never known, since it was not revealed to Mohammed. Consequently, every Ramadan, from the twenty-first to the twenty-ninth, the Faithful carry out the most strict religious exercises, so that should the "Night" be made manifest to them they would be found ready to greet God with prayer and enter Heaven adoring Him.

So great is the strain of Ramadan that it is little wonder that on the last day or so of the month the people in Islamic towns and villages may be seen gathering together about sundown, anxiously looking for the moon which is to signal the end of the Fast and the arrival of Id al Fitr, or Great Feast. The air is instinct with excitement, and the silence is almost unbearable. Suddenly someone espies a wan crescent and cries out, "Al hamdu Allah" ("Praised be God").

"Allahu Akbar" echo the others, as they rush off to spread the glad tidings.—John Lewis in London "Daily Telegraph."

STRAY THOUGHTS

Even though all appearances are utterly contrary, right faith holds to it that God is utterly true, and utterly able, utterly faithful, and utterly loving.

Haste or hurry in prayer defeats the main end in view, preventing that calmness and concentration which help to the Divine revelation.

We cannot make up for failure in our devotional life by redoubled energy in service for Christ; our



EVA BOOTH GOES HOME. — Commander Eva Booth (head of the Salvation Army in America) left Southampton, to return to America on the "Berengaria." Commander Eva was given a fervent farewell by many adherents, and expressed her deep regret that she had been unable to see her brother before her departure. She is seen bidding farewell to Commissioner Lamb on the "Berengaria."—(Sport and General).

CHURCH NOTICES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

UNION CHURCH.
Jordan Road, Kowloon

Easter Day Service conducted by the Rev. J. Horace Johnston, B.A. Soloist: Mrs. White,—"I know that my Redeemer liveth." The Sacrament of Adult Baptism will be observed at the close of the Service.

Sunday School at 2.45 p.m. Evening Service, 6 p.m., conducted by the Minister.

Special Address on World Peace by Dr. Vankirk of U.S.A., whose Emblem of World Peace has received official approval from the Hague World Peace Conference.

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.] Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m.

Subject—"Reality."

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 8.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

work will never rise higher than our devotional life.

The sweetest lives are those to duty wed.

Whose deeds, both great and small,

Are close-knit strands of an unbroken thread,

Where love ennobles all.

Do to-day's duty, fight to-day's temptation, and do not weaken or distract yourself by looking forward to things which you cannot see, and could not understand if you saw them.

London in Skates

It is not often that Londoners are able to enjoy skating in the parks, but so crowded were many of the ponds and lakes near London that skating was only made possible by adapting the one-way traffic system to the situation. Some of the most thrilling and daring skating tricks were done by people who could not have spent many hours of their lives on real ice. Where did they learn it? Where did the man in a railway porter's uniform acquire the art of prouetting on one skate, this girl of 15 who has hired cheap skates on the bank practise crouching and gliding along on one foot, this middle-aged man who arrived on a rusty bicycle learn how to waltz on skates? Skating was forbidden on the Serpentine in Hyde Park, but it was allowed on the Round Pond in Kensington Gardens, and hundreds of people went on the ice there. One grey-haired man, in top hat and frock coat returning from church, passed his hat and Prayer Book to the woman accompanying him, sat down in front of a man hitting out skates, and a moment or so later appeared on the ice with his coat-tails flying.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

A Present for the King

For the first time since 1920 the King has not been able to visit the Fair, but the Queen motored up from Craigwell House and spent a long time there, taking back with her a Chinese Jade ashtray, as a present for His Majesty. The Prince of Wales, who has thrown himself with energy into the work of deputising for the King, made a "wake-up" speech at the Mansion House which is comparable in its effects only to that which his Royal father delivered some years ago at the Guildhall on his return from a tour of the British Empire. It was a straight talk from a man who had travelled the Empire with a "peeled eye," a frank and uncompromising criticism of British methods of salesmanship in overseas markets. That salesmanship was not, he said, up to the standard of the workmanship of the men. There was "something utterly wrong," he declared, when distant British communities, as he had found for himself, wanted to buy British goods, but could not do so because they were not suitable or practicable. His suggestion was that the "boss" himself should go out and do business for himself and his firm. "No good can come to us," said the Prince, "by only patting ourselves on the back, and we shall celebrate our success only when we have seen and rectified our own faults."

The Courage of the Prince

It is impossible not to admire the courage of the Prince in thus speaking out, and the Royal call to arms, if it be promptly answered, can do nothing but good to the whole range of British industry. British goods are good, but they need to be adopted to the needs and to the tastes of potential customers. Let the example of Mr. Joseph Chamberlain be remembered. He

Women Election Candidates

At present 54 women have been adopted as candidates at the General Election, to be held in May or June, but it is not unlikely that many more will come forward as prospective Members of Parliament, and the figure is expected to be near 100. In political circles it is thought that one-third of the women candidates will be elected, thus trebling the existing number of women members. The 54 women who are seeking to enter Parliament are in the following Party strength: Liberal, 19; Labour, 27; Conservative, 8. At the last election there were 22 Labour women candidates, of whom only Miss Ellen Wilkinson was returned; 12 Conservatives, of whom Lady Astor, the Duchess of Atholl, and Mrs. Hilton Phillipson were successful; six Liberals and one Independent. Five more women candidates have been successful at by-elections during the present Parliament, bringing their total up to nine, as follows:—Liberal: Mrs. Runciman. Labour: Miss Ellen Wilkinson, Miss Susan Lawrence. Miss Margaret Godfield, and Mrs. Dalton. Conservative: Lady Astor, the Duchess of Atholl, Mrs. Hilton Phillipson, and Lady Iveagh.

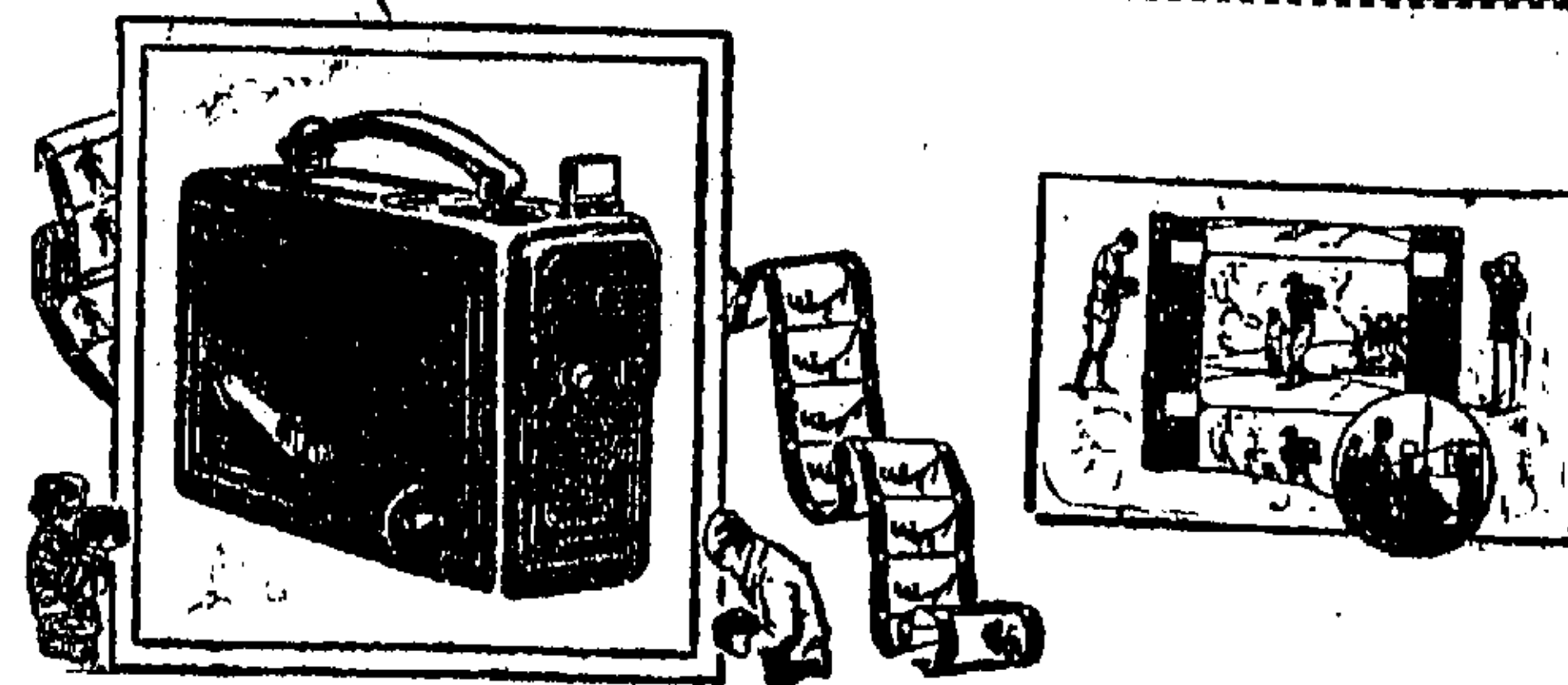
British Industries Fair

Works of feverish labour, interrupted by a spell of Arctic weather, have gone to the making of the latest British Industries Fair, the largest exhibition of our goods ever held, which is now open in two sections, viz., at the White City, London, and at Castle Bromwich, near Birmingham. The White City has the "light" and Castle Bromwich the "heavy" section of the goods, which represent practically everything that British brains and British labour can produce, including a substitute for radium, colour snapshots for amateurs, new games, motor-cars, jewellery of the best, clothing, scientific instruments, carpets, chemicals, mining and engineering plant, agricultural machinery, cane and wicker work and perfumery, all running to 12 miles of stands. The buyers are of so many different nationalities that the list of goods in the White City catalogue has been printed in eight languages, and that at Birmingham in three.



BAD FOR POLITICS

This is not good weather for political campaigning, since the air gatherings are impossible as everybody is getting ready for the election. The Labour Party still professes very great confidence, though they are basing it greatly on Labour intervention in a large number of constituencies, where the appearance of a third candidate will just mean the defeat of the anti-Socialist candidate. On the other hand, much depends upon the Budget, though it should not be forgotten that the present Ministry has a particularly bad Press. Practically all the popular journals oppose it, including the "Daily Mail" and "Daily Express." Lord Rothermere now designates himself a Liberal. The Ministry made a bad mistake over the Southern Irish loyalists. These people, who suffered during the Irish rebellion, have always thought that the British Government has not treated them sufficiently generously. We are bound to recompense them under the Treaty. Dissatisfied with their treatment, they induced a large number of Conservatives to champion their cause in the House and the Government would have been defeated on a vote had not Mr. Baldwin thrown over both the Colonial Secretary and the Chancellor of the Exchequer, very much to the latter's annoyance. Now we probably shall have to find some more money, which cuts across the popular Budget which Mr. Churchill is supposed to be preparing. It is really remarkable how everybody in Ireland seems to look to us for money and to ignore their own Government. The Sinn Féin Government tried to avoid any payment under the Wigg-Coehran case, which affected the financial treatment of transferred British Civil Servants; they are now making some sort of grudging payment under pressure. The Civil ex-Servants in Ireland are now coming over to Great Britain to suggest that, as they are so badly paid in their own country, they ought to be employed here, on the ground that their services merit equal treatment with our own ex-service men.



CINE-KODAK, MODEL B.f.1.9.

Speed! Over three times as the f.3.5, and ten times as fast as the f.6.5! That's the Kodak Anastigmat lens f.1.9, integral equipment on the newest Cine-Kodak, Model B.

Pictures in the house—in the rain—in the woods—on shaded porch: pictures early in the morning and on through the day until dusk! It's all a matter of lens speed—and Cine-Kodak, Model B, f.1.9, ably qualifies.

Yet, despite the extreme flexibility of this super-speed camera, "You press the button, we do the rest" still holds true, for it's the mere pressure of your thumb on the release lever that makes the picture. All the rest is done for you.

If you don't know the joys and charms of making and showing your own movies, investigate to-day. Your dealer will gladly demonstrate at your convenience.

For full particulars write to

EASTMAN KODAK CO.
24, Yuen Ming Yuen Road,
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Glorious White Teeth
Are Dull Teeth Freed of Dingy Film

Send Coupon for 10-Day Tube

THAT cloudy teeth, yellowish, discolored teeth, can be made far whiter is now an accepted fact. Foremost dentists of the world are widely urging a new method. You can have clean, pretty teeth and gums like coral if you will start today.

To know how dazzling white your teeth really are you must combat a stained and viscous film that covers teeth. A stubborn, hard-to-remove film that old-type dentifrices did not fight successfully.

Run your tongue across your teeth, and you can feel this film. Under it are the clear, attractive teeth you envy in others. Combat it, and your teeth become many shades whiter—more glistening.

The enemy of teeth and gums

Film is the great enemy of teeth and gums; a chief cause, according to world's dental authorities, of most tooth and gum troubles. It clings to teeth, gets into crevices and stays. Germs by the millions breed in it. They, with tartar, are the chief cause of pyorrhea. It holds food in contact with teeth, inviting the acid that causes decay.

You can't have prettier, whiter teeth, you can't have firmer, prettier gums unless you combat that film.

Please accept test tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.

10-Day Tube Free

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6, Queen's Road, Central,
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I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

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Address _____

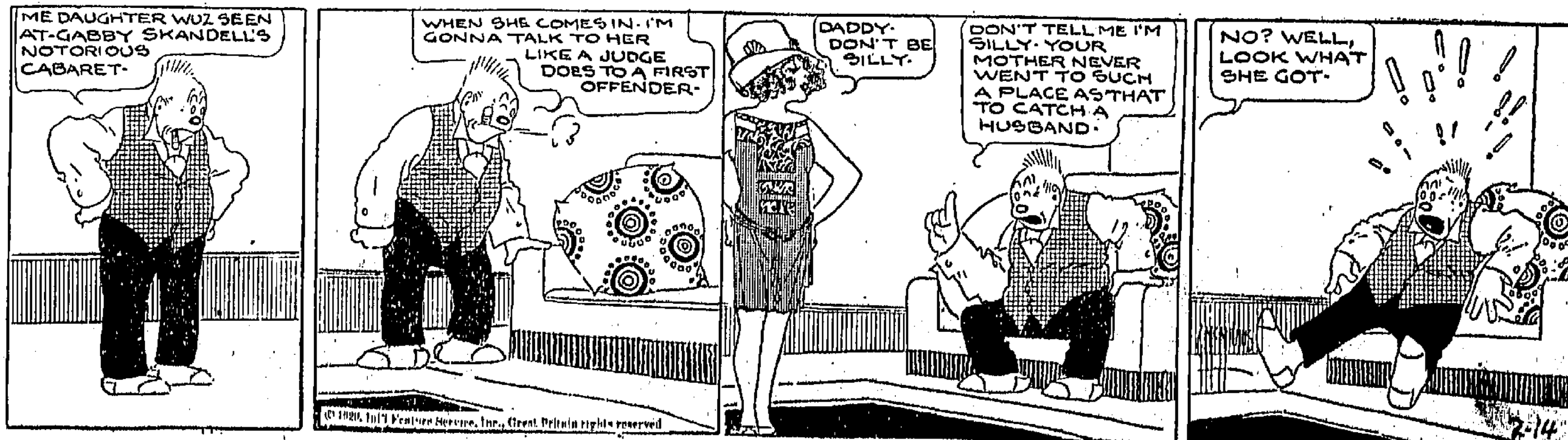
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Give full address. Write plainly. Only one tube to a family.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

BRINGING UP FATHER.



MOTORISTS THIS IS YOUR PAGE

New Models of
Excelsior
 MOTOR CYCLES
 NOW
 ON DISPLAY
 Ranging from 1½ h.p. to 3½ h.p.
 THE UTILITY LITTLE MOUNTS
 FOR BUSINESS OR PLEASURE
 PRICES FROM \$285.
 INSPECTION WELCOME
THE SINCERE CO., LTD.
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one GILLET entered ONE GOLD MEDAL
 Some of the SUCCESSES obtained in 1928 by Mr. CLARK, an amateur with his GILLET 500 c.c. two port.
 LONDON-EXETER
 LONDON-GLOUCESTER
 COLMORE CUP.
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 SCOTTISH 6 DAYS.
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 GILLET D'HERSTAL.
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Look out for —
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 SINGLE CYLINDER
 SIDE-BY-SIDE VALVE
HARLEY-DAVIDSON
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 DUE HERE SOON.

For further particulars apply:—
THE GASCON MOTOR CO.
 REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
 Tel. K. 1212. 2, Kwong Wah Road, Kowloon.
 (Opposite The Steam Laundry).
 A GOOD ASSORTMENT OF SPARE PARTS AND
 ACCESSORIES IN STOCK.

AUTO
 ACCESSORIES
THE REPUBLIC MOTOR CO. OF CHINA.
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 Spare Parts
 Batteries,
 etc., etc.
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 Accessories,
 etc., etc.

OUR WEEKLY CHAT On Cars, Trucks, Cycles And Accessories NOTES FROM THE FACTORIES

[By "Super-Six"]

Buses for Hong Kong
 We understand (says "British Commercial News") that Guy Motors, Ltd., of Wolverhampton, have received a repeat order for 26-seater single deck buses for the Hong Kong Tramways. These are to augment the fleet of similar buses already operating in Hong Kong.

Safety First
 In a recent collision between two motor cyclists in the London suburbs one rider was pitched forward on to the other owing to the speed at which he was travelling. This knocked the second man's head down on to his handlebars. Fortunately he was wearing goggles made of Triplex Safety Glass, and, though the right lens was badly started, there was not the slightest sign of breaking into small pieces, as would have happened with ordinary glass. Thus Triplex undoubtedly saved this rider's eye from being cut, and quite possibly prevented the loss of his sight.

Weight Reduction
 It is satisfactory to see body-builders getting to grips with the weight question (says "Bus and Coach"), after some pushing on the part of operators, who realise that light vehicles are necessary not only to meet modern speed requirements, but to keep down maintenance costs. One of the most interesting directions in which progress is being made is that of double-deckers, all the more necessary in view of the increased speed limit. One company operating double-deckers on country routes in the home counties has encouraged a bodybuilder to produce a 46-seater weighing just under 30 cwt. That is under ¾ cwt. per passenger. Incidentally, these lightening efforts always appear to result in an improved appearance.

Railways
 "Successful experiments have been made by the L.M.S. Railway in the international transit of goods by 'containers' or road-rail trucks, and with the co-operation of the continental railways an organisation has been built up to deal with this traffic on an extended scale. A door-to-door service between Britain and the Continent is now an accomplished fact. "Yet another road transport development on the part of the L.N.E.R. is for the establishment of rapid goods services throughout the Cleveland area of North Yorkshire. Guisborough has been selected as the distributing centre for this service, and all goods consigned to towns in the area will be conveyed to Guisborough by rail, and then handled the same day by motor trucks. In this way (says "Motor Transport") it is hoped to save a day in transit."

Six Wheeled Tipping Waggons
 Guy Motors, Ltd., of Wolverhampton, have just shipped some of their six-wheeled chassis fitted with hydraulic operated end tipping apparatus to Auckland. Transport users in New Zealand are enthusiastic in their praise of the qualities of these Guy six-wheelers, which are ideally suited for heavy haulage under trying conditions.

Rolls-Royce Changes
 Owing to ill-health, Mr. Basil Johnson has resigned his position as managing director of Messrs. Rolls-Royce, Ltd. As a result the board has elected Mr. A. F. Sidgreaves a director, and he will be managing director. Mr. A. Wormald, the general works manager, has also been elected a director. Mr. W. M. Cowen, who was London general manager, becomes general manager of the company, and Major Cox, who has been with Messrs. Rolls-Royce, Ltd., for the past 24 years, has been appointed sales manager.

Selecting Bus Drivers
 "A driver must not possess a 'temperament'; preferably, he must not be easily upset. It is by observing, at the initial personal interview, the reflex action of a man to questions which are asked him, that some assumption of his mentality in this respect is arrived at; the movement of the fingers,

the twitching of neck and eye muscles, and, indeed, a number of little physical mannerisms, which, after all, are only the outward and visible signs of a passing mental state, are watched by the selecting official." So says Mr. George J. Shave, Operating Manager and Chief Engineer, London General Omnibus Co., writing on the important subject of Selecting and Training Drivers and Conductors in "Bus and Coach," the new operator's journal. Mr. Shave says that it is not correct that the L.G.O.C. are so very complete and thorough in their training of men that they even have a class for training drivers in the subtle art of repartee!

Morris Commercial in the East

Mr. C. F. Lawrence King, assistant general manager of Morris Commercial Cars, Ltd., Birmingham, left home recently on an extended tour of Egypt and the Near East, to investigate the requirements and possibilities of these markets. He will also negotiate important contracts for Morris Commercial six-wheelers, for which there is a growing demand.

Engine Power at High Altitudes

The question has often been raised as to whether altitude has any effect on the power output of petrol engines (says "Motor Transport"). That the power is reduced proportionately as the vehicle is used at a higher altitude is clearly shown by a diagram issued by the Institution of Automobile Engineers. The diagram indicates that, taking the power output of an engine when used at sea level as 100, it falls to approximately 93 at an altitude of 2,000 ft., 86 at 4,000 ft., 80 at 6,000 ft., 74 at 8,000 ft., while at 10,000 ft. above the sea an engine may be expected to develop only 68 per cent. of its full power.

"Buy British"

We hear that the Commonwealth Government has placed an order for a number of the Morris Commercial new 20 25 cwt. super-trucks for the use of the Post Office Department. From past experience they have found that "to buy British is to buy better."

Another Royal Recruit

The many and varied pleasures of motor cycling appeal to all ranks of society, and it will be of interest to many readers of these notes to learn that H.R.H. the Prince Regent Nicholas of Roumania has recently purchased a Triumph motor cycle and side-car, through the representative of the Triumph Cycle Company in Bucharest.

A mighty tough test of Goodrich Silvertowns



Goodrich Silvertowns
 "Best in the Long Run"

Public buses can show you the facts about GOODRICH SILVERTOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time

—sturdy mileage, caring little for rough going and heavy loads.

SOLE AGENTS:

UNIVERSAL MOTOR & SUPPLY CO.

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Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

Perfection in Streamline Form

In a letter of thanks to Messrs. Thrupp and Maberly, who built the body of his racing car, "The Golden Arrow," Major H. O. D. Segrave says that frankly both he and Captain Irving, the designer, were "simply staggered at the efficiency,

skill and enthusiasm with which this job has been carried out." "As a demonstration of panel beating," he continued: "I think that you will agree that it stands absolutely alone as an example of shaped aluminium that has never been equalled in the history of the motor industry."

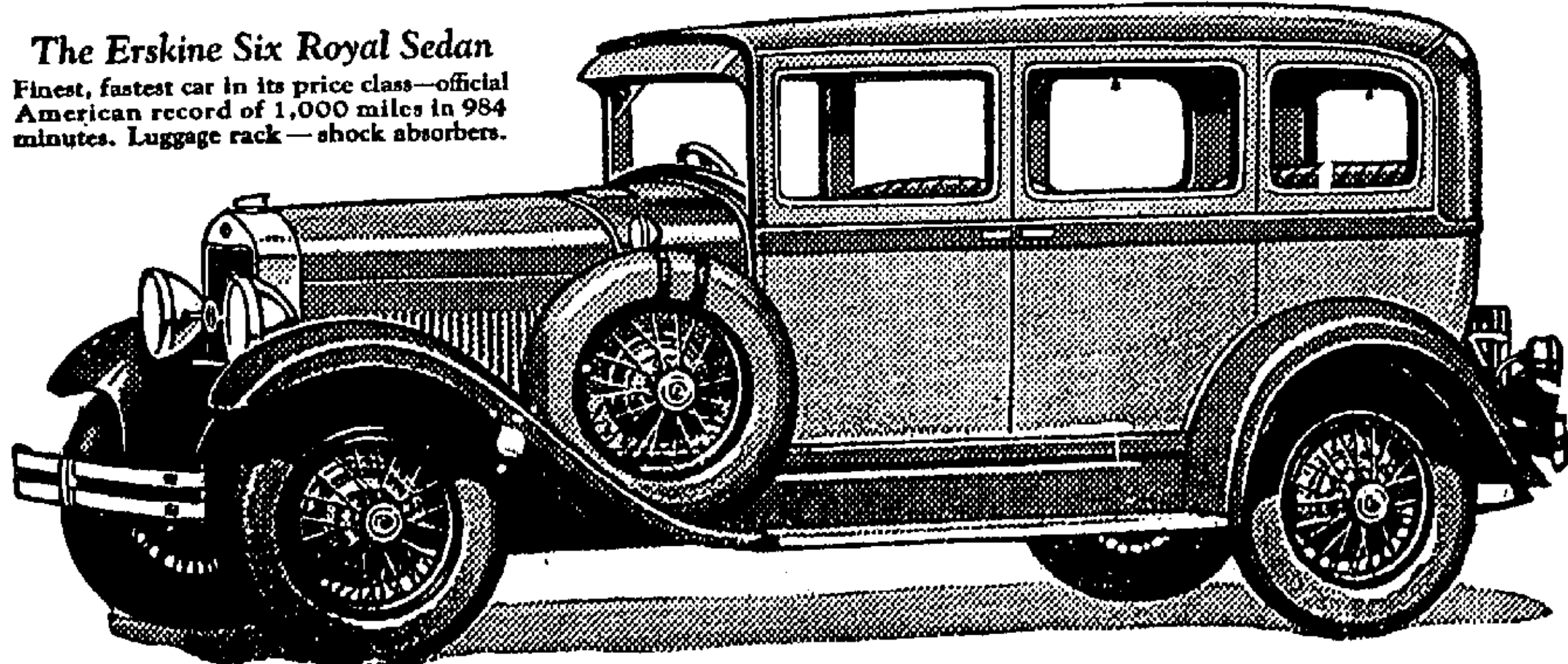
OWNERS talk like SALESMEN for STUDEBAKER'S **ERSKINE SIX**



THE BEST REASON
 for your choosing Studebaker's Erskine Six is the genuine satisfaction this car delivers. And that satisfaction is proved very definitely by the enthusiastic praise of the Erskine Six by owners everywhere.

As our guest, come today for a trial run in this new Erskine model—a Royal Sedan with deluxe equipment. Test its record-breaking performance. Experience its new, cushioned comfort. Compare for yourself its typically Studebaker value.

The Erskine Six Royal Sedan
 Finest, fastest car in its price class—official American record of 1,000 miles in 284 minutes. Luggage rack—shock absorbers.



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STUDEBAKER'S **ERSKINE SIX**

CRIMINAL FEELING

Why Policemen Become A "Bogey"

[By the Hon. Mrs. Victor Bruce]
I was driving through London not long ago, with a girl friend who has enjoyed possession of her first car for little more than a month, when a policeman stepped off the kerb and signalled her to stop, which, of course, she did. Opening the window of the little coupe, she said:—

"Well, what have I done wrong now?"

"Nothing, Miss," replied Robert, "But do you know that your lamps are alight?"

She thanked him, and we drove on. As a matter of fact, one generally finds London policemen most helpful and courteous—but, my friend's remark is illustrative of the unpleasant feeling which is at the back of every motorist's mind. With experience we become hardened; but I think every beginner must be haunted by "that criminal feeling."

Speed Regulations

Promises, pie crusts and speed limits were made to be broken, and, although I suppose it would be possible to avoid the slightest offence against the letter of the law, actually no user of a motor vehicle pays the slightest attention to the speed regulations. We travel as fast as is safe and convenient and when I say "We," do not forget that even the Home Secretary and the Chancellor of the Exchequer, not to mention, probably, the Lord Chief Justice, may be numbered among us.

The twenty-mile speed limit of Britain is admittedly antiquated and useless. But the result of the retention of the out of date speed laws is that every driver has to divide his attention between admiration of the scenery and a close search for hidden policemen. Hence the criminal feeling.

A worse result, however, is that our attempt for the twenty mile limit, we are apt to give local ten mile limits less attention than they really deserve. There are no doubt, plenty of places in this country where the existence of such a reduced speed limit is ludicrous, but generally speaking and especially when the motorist is travelling over fresh country, the ten mile speed limit sign may be taken as evidence of need for extreme caution.

Hidden Meanings

The same thing applies to motoring in France and on the continent generally. There may be no maximum speed limit in the open country, but the greatest possible care is necessary in villages, and the necessity is often indicated by a reduced speed limit.

Inevitably, the motorist is in constant touch with the law in some respect or other. Before you can drive the car at all, you must have a licence to do so, the number plates must comply with exact regulations, and certain forms of lighting may and may not be used. At the moment it is not compulsory to ensure against the ill-effects upon others which may result from an accident, but even that, I expect, is coming.

Expired Licences

And, talking of insurance reminds me of a little legal point which very few motorists appreciate. I should hesitate to guess the proportion of drivers who carelessly allow their driving licences to run a few days over their period before applying for a renewal. In many instances the careless ones think to themselves: "Oh, well, I'll get a new licence to-morrow, and if I am stopped in the meantime it will only mean a small fine."

Very likely, and what is a few pounds one way or the other to the idle rich? But just turn up your insurance policy—if you can find it. Mine promises me indemnity against claims at law for injury or damage to property, and cash payments for various grue-somenesses. Provided, always, that the car is being driven by a licensed driver, whether myself, or friend, or a paid chauffeur.

Apparently the policies of different companies are worded differently, for I find in that of a friend the proviso that the company will not be liable if the car is being driven "by a person who is not competent to drive motorcars." Well, competency may be an elastic term, and a driver with an expired licence might be regarded as legally incompetent. In any event, it is quite clear that in carrying on after the expiration of the driving licence, you not only risk that negligible fine, but you are uninsured against a claim for damage to which there is no limit—a claim which might cause your financial ruin.

Elastic "Incompetency"

The question of competency reminds me of another point. Since no evidence of proficiency is required before a driving licence is issued in Britain, it is possible for a totally incompetent driver to be in possession of the wheel on a public road without legal consequences. As we know, thousands of inexperienced motorists gain their practice on the roads, and speaking generally they come to, and cause no harm. But should they be involved in an accident due to their lack of skill, I wonder if they are aware that the law would make no allowance for that fact. Ignorance is no more a fence in a motoring case than in any other, and the charge that they would have to answer would be that of "negligent driving." It is a very good reason, if one were needed, for using the greatest possible care, and proceeding at such a pace that the car is well in hand, in the light of the driver's lack of skill, until proficiency has been achieved.

Accident Precautions

None of us believes that he will, through his own fault, be involved in an accident, but it is no use ignoring the fact that with the utmost care in the world, someone else may run into us. The greater our own skill and caution, the more likely are we to be able to avoid the consequences of other people's misdeeds—but accidents will happen. In such an event, and presuming that there is no human injury—or, if there is, after it has been attended to—the principal care of the driver should be to obtain the names of witnesses, and to take such observations as may be required.

(Continued on Next Column.)

DANGEROUS 'RIGHTS'

Why Not Laws For The Pedestrian?

Mr. A. G. Throssell, writes in the London "Sunday Times": It is typical of the ponderous way in which we get things done that two public inquiries are being simultaneously held into practically the same subject and that the experts who give their views before one body are invited a few days later to go and say it all over again before the other.

The Select Committee on Lord Cecil's Road Traffic Bill, I take it, designed by a polite House to give the happiest and most dignified dispatch to the foolish, if well-intentioned, offspring of a highly distinguished member—perhaps that idea will console busy and responsible people who have been called from their work to say what they thought of artificial bumps to promote safety at road crossings.

The Royal Commission is more serious. A good deal of the evidence is old—it had been given at similar inquiries in the past—and though on the average it takes five Royal Commissions to make an Act, and though there is not much prospect of a Government-promoted motoring Bill this year, its report should help to keep the drafters of that Bill on the right lines.

Light Into Darkness

None of this collecting of evidence is entirely wasted, however; even the inquiry on Lord Cecil's Bill does some educative good to those less fortunate people whose only experience of motoring has been gained from the footway or from the rear seats of vehicles driven by others.

Seeing that over two millions of the adult population possess driving licences, there cannot be very many nowadays who know absolutely nothing of motoring, but there are legions—Lord Cecil seems to be included—who, after being driven thousands of miles, have scarcely any grasp of the problems presented to the man at the steering wheel, of the truth about safe driving, dangerous driving, safe speeds, and dangerous speeds.

From this ignorance have been born much open and covert hostility, and all the Acts of Parliament so far passed in this country about motoring. If we are to have legislation that really does promote safety, and if we want to dispel the anti-motor prejudice, we must seize every opportunity of spreading the motoring gospel.

In time we may even persuade "Punch" to pension off the funny story about the motorist running down the pedestrian; it has been on duty every week for twenty-five years or more.

The Wayward Pedestrian

The Commission and Committee, too, have been productive of some refreshingly frank speaking. There was, for instance, the head of the L.C.C. telling Lord Cecil that

tions and even measurements of the scene of the crash as may be required in any subsequent proceedings. There is a very natural tendency among the people concerned in an accident to blame each other.

"If you kept on your right side this sort of thing would not happen."

"I was on my right side—it was your fault, you were going much too fast round the corner!"

And all that sort of thing. But when you remember that the question of culpability does not affect the settlement of insurance claims, it seems scarcely worth while, as well as being undignified, to enter into heated arguments, especially as the necessity of securing witness—at all times a difficult task—is likely to be lost sight of until such possible witnesses have had an opportunity of making themselves scarce.

Indisputable Witnesses

It is a good idea, by the way, if you happen to have a camera with you and the light is good enough, to photograph the scene of the accident. If not, you can sketch it diagrammatically, and pace out the various distances concerned. It is better to have a policeman, or the representative of one of the motoring organisations on the spot, if possible.

The same advice in regard to avoiding argument applies if we fall foul of the police in any way. If you happen to be caught in a police trap, try and look upon it as bad luck, and polish up such homely proverbs as "A still tongue maketh a wise head," or "Silence is golden." Never blame the police, for after all they are only doing their duty. Also, your comments in the natural heat of the moment will not sound so witty when they are read in the police court, and will probably cost you an extra pound or so.

Still, we do not all have accidents, or get into the clutches of the law, and on the whole we are a very happy band of criminals! —"Singapore Free Press."

the speed limit, if there was one at all, should be forty miles an hour, and there was Mr. Mervyn O'Gorman, of the R.A.C., actually daring to say (a little of) what he and most motorists think of pedestrians.

I am afraid Mr. O'Gorman discounted some of the value of his propaganda by suggesting that window-gazing is a nuisance to other less important users of the streets, and he was strangely wide of the mark in asserting that red signal lights are no good because 25 per cent. of men are colour-blind; the true proportion is 5 per cent. only. But in calling for stricter control of that wayward animal, the pedestrian, he earned our best thanks.

Champions Of Their "Rights"

One recent Sunday evening I was being driven home from golf. At the signalled request of an approaching car my friend, with greater courtesy than caution, switched off his headlights. Luckily he was going very slowly, so that a swift spin of the wheel made the near wing describe a curve that just circumnavigated the outermost of three young men walking abreast.

As we knew the footpath to be broad and well-kept along this road, their procedure seemed rather unnecessary, and my friend pulled up to ask them, quietly enough, why they chose to walk in the road. The replies were typical. "What's it got to do with you where we walk? We've got as much right to the road as you. It's not our job to get out of your way. If you run us down it's your fault." And so forth and so on, sticking up for their rights in the spirit that has made Britain what it is.

"Rights" unfortunately they are. But all rights are not inalienable or impervious to change. We all used to have the right to wear a sword and dagger in the streets once. It is pure anachronism that foot passengers should retain rights born of the middle ages in days when vehicular traffic has multiplied ten times in speed and a thousand times in volume.

Save Them from Themselves

Reason, logic, common-sense, everything, except tradition, demand a change. Not the most rabid motorist would say that pedestrians should have no rights to the roadway, but a simple enactment that roadways are primarily for wheeled traffic would do more than all the provisions of Lord Cecil's Bill to reduce the annual death-roll.

Sheer necessity has compelled pedestrians to submit to being shepherded in busy streets, though even so the notices say "please," and there is no prohibition on moaning across anywhere with your back to the traffic and eyes and ears closed to its existence. They will never apparently be persuaded out of walking on the dangerous side of their pavements, but they will be inclined to stay on them (when there are any) once they understand that the roadway does not "belong" to them.

The "Gradual Dimmer"

Writing some weeks back on the dazzle problem, I incautiously deplored the supposed failure of lamp makers to supply a form of infinitely variable light, so that we could suit the power of our lamps to the circumstances. There promptly came a reminder from the Lucas people that the "gradual headlight dimmer" had figured in their catalogue for some time.

The least I could do was to have one fitted, and now having given it a thorough trial, I am pleased to say that the dimmer does all I had hoped of such a device. A pull-and-push knob on the dashboard gives you anything from a red glow to full brilliance, and, in spite of anticipations, I am quite surprised to find how much use I make of it, and what a comfort it is.

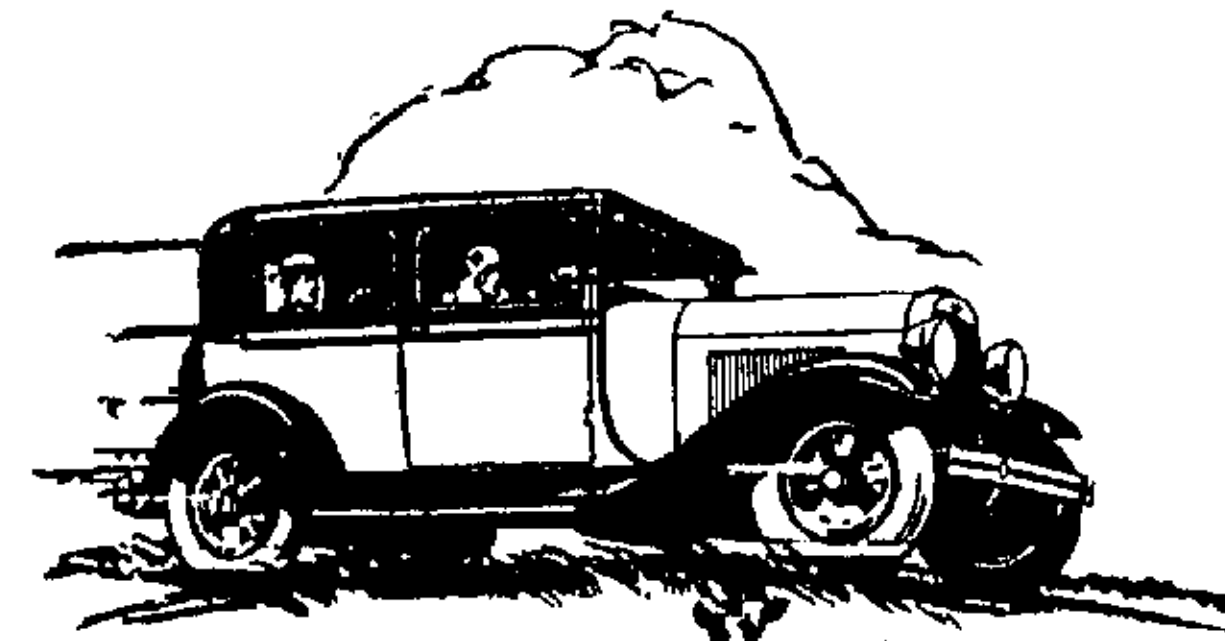
You can get just the illumination you want at dusk, that trying time, and half-light seems exactly the thing for those half-lit suburban streets. To prevent dazzle, of course, dimmers are the thing, but the dimmer would have averted the *contretemps* described above. It costs only half a guinea and it can be fitted to any Lucas, C.A.V. or Rotax lamps.

Another Clever Accessory

Another lighting gadget that has been brought to my notice—a really new one this time—is the Setalite, a most ingenious bit of clockwork that switches on your sidelights and tail lamp at the proper time in your absence.

Suppose you are paying a call of an afternoon and do not expect to emerge before lighting up time, which is, say, an hour and a-half ahead. You set the Setalite at ninety minutes, push the lamp switch over and leave it, happy in the knowledge that there will be no accusatory policeman waiting for you when you come out. Just the thing for bridge-players. It is simple to fit, easy to use, consumes no current, and as far as I can find there are no "snags"—the cleverest new accessory I have seen for some time. The price is 45s.

EXPECT A THRILL WHEN YOU DRIVE IT



Put all past experience behind you when you drive this new Oldsmobile. For there's a new thrill waiting for you

Expect great speed. For unless you've driven a racing car, you'll find new abilities—a new eagerness to be off and away—when you open the throttle.

Expect tremendous power. For its great new engine develops close to sixty horsepower.

Steep hills seem easy. And there's

for any emergency. Expect amazing flexibility. For a new cylinder-head of General Motors Research design provides brilliant high-compression performance without special fuels.

But why read about it? Come in! Drive it yourself and experience the joys of Oldsmobile performance!

TWO-DOOR SEDAN \$2,600

Roadster MS\$2,500.00
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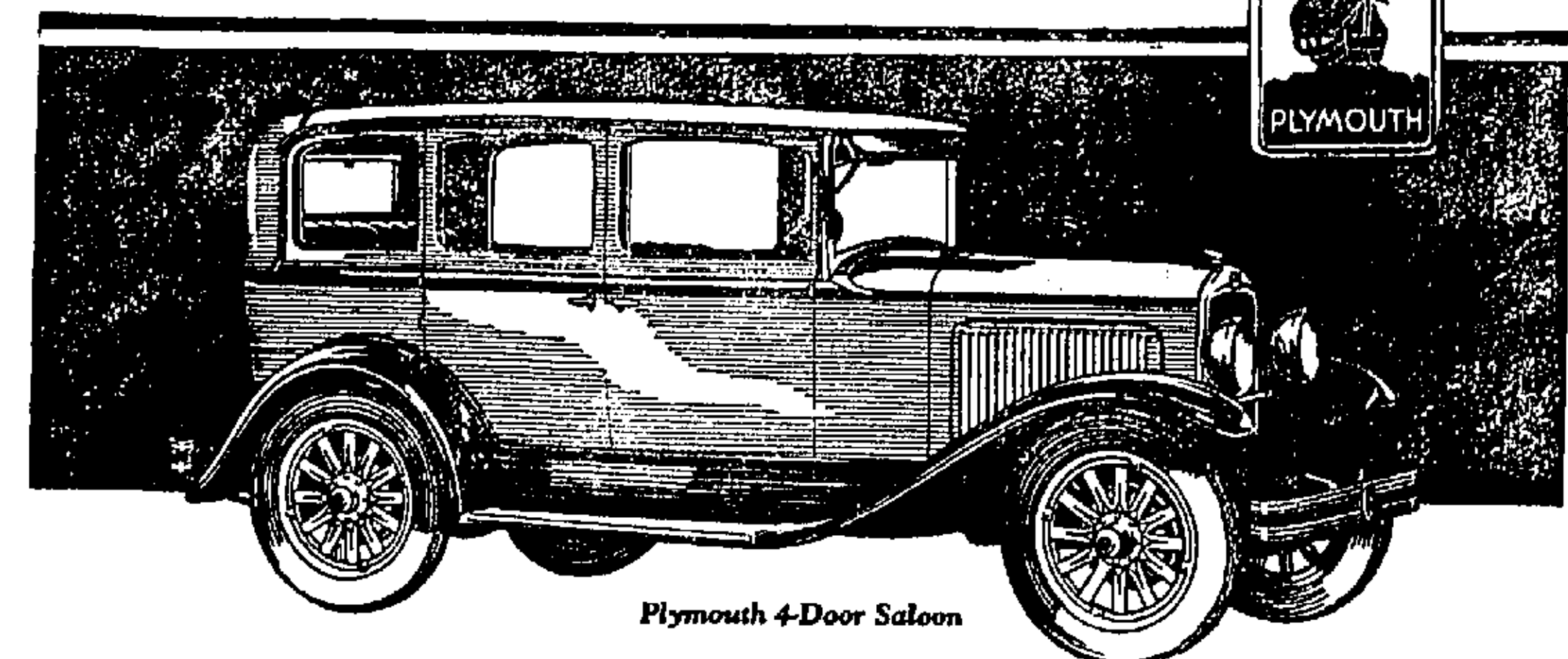
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No other car gives as much for your money



Plymouth 4-Door Sedan

THE hundreds of thousands who have already inspected the new Plymouth style and smartness and have experienced its smooth and economical performance, its luxurious comfort, enthusiastically acclaim it as an entirely new high-measure of value in the lowest-priced field...

They have found in the new Plymouth "Silver-Dome" high-compression engine, which uses any petrol, an abundance of power for any requirement;...

greatest safety in its squeakless light-action, internal-expanding hydraulic 4-wheel brakes, efficient in any weather;...

absolutely brand new beauty and distinctiveness of appearance with chromium-plated slender-profile radiator, arched-window silhouette and "air-wing" mudguards;...

full-sized, luxurious bodies; deep, fine upholstery, with ample room for all adult passengers;...

with the economy, dependability and the long life assured by Chrysler's unique plan of Standardised Quality...

All these things are given at so low a price—that this car must justly be considered the most unusual value ever placed upon the market.

PLYMOUTH

THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.

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As good as New —

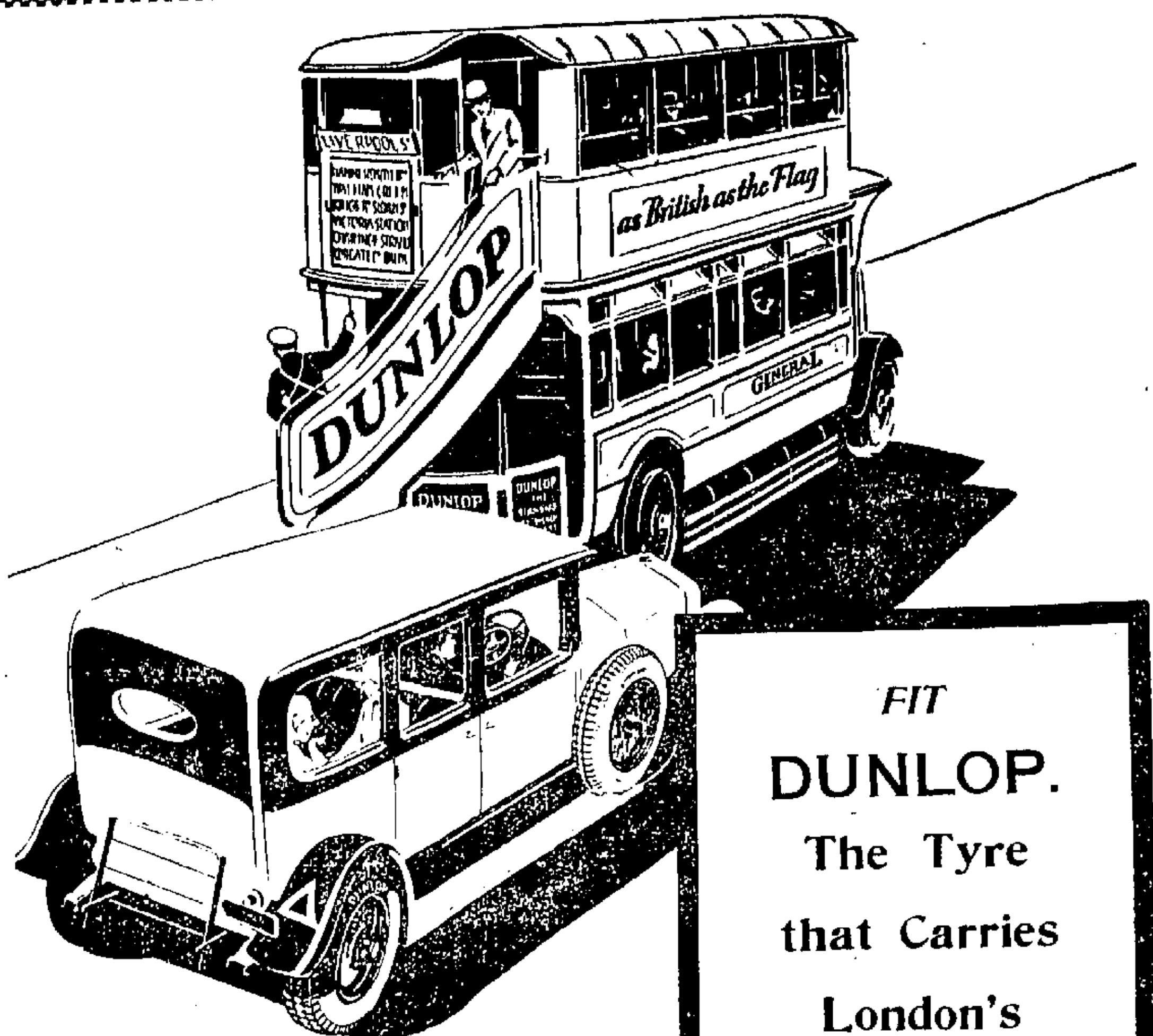
Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Road C.

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London's
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MOTOR FUEL

New Economy Device

A new vaporiser which permits motor vehicles to use fuel oil instead of petrol, at a saving of nearly one-third in cost—invented by Mr. Ernest R. Godward—has been accepted by the Mitten Company, of Philadelphia, the second largest operators of motor-omnibuses in the United States.

Mr. J. A. Queeney, vice-president of the Mitten Company, addressing Philadelphia Engineers' Club, explained Mr. Godward's invention, and stated that if all the motor-omnibuses in the United States began using the Godward vaporiser it would mean an annual saving of £10,000,000 on fuel.

Former Steward

Mr. Godward, who was born in London, was formerly a P. and O. boat steward, and was known as the "champion napkin folder." He went to New Zealand and became interested in motor-vehicle construction. He has spent the last fourteen years in perfecting the present device, which is likely to be adopted all over the world for omnibuses, taxicabs, and other motor vehicles.

He has been trying for some years to interest American companies in his invention, and has now secured the full endorsement of the Mitten Company, whose head Mr. T. E. Mitten, born at Brighton, England, is the leading municipal traction expert in the United States.

Mr. Godward's apparatus sends dry, invisible gas into the engine instead of wet vapour, producing as effective results from fuel oil as petrol.

Mr. Queeney explained that it gives considerably increased power and also largely eliminates carbon monoxide gas. Mr. Mitten ordered experiments with the Godward device to be begun two years ago, and since then twenty Philadelphia motor-omnibuses equipped with the vaporiser have travelled more than 300,000 miles.

More Horse-Power

The horse-power of the motor omnibuses, said Mr. Queeney, has increased by 15 per cent.; while there was a saving of 29 per cent. in fuel cost by the use of fuel oil instead of petrol. Carbon monoxide gas, which was previously from 5 to 9 per cent., was reduced by the Godward system to from 1 to 3 per cent. Philadelphia.

TYRE HEAD

Mr. Harvey S. Firestone

Harvey S. Firestone, president of the Firestone Tyre and Rubber Company, Akron, Ohio, was born December 20, 1868.

Even as a boy his business abilities were pronounced and he soon graduated from assisting his father in the sale of cattle and horses to become, at 19 years of age, a travelling salesman. Later he became Detroit sales manager for the Columbus Buggy Company.

It was while employed by that concern that he perceived the possibilities of the rubber tyre and soon went in the business for himself. To-day he heads the largest concern in the world exclusively devoted to the manufacture of tyres and tyre accessories.

Employees Welfare

Mr. Firestone, early turned his attention to the welfare of his employees, who to-day number about 15,000. One of his first steps was a modern bank to give complete banking service, not only to employees in the Firestone factories but to the business men of the vicinity.

Starting with comparatively few depositors and a small capital, the Firestone Park Trust and Savings Bank is to-day one of Akron's large banking institutions, with resources of more than \$5,000,000 and deposits of \$4,700,000.

His ideals of a home colony, where employees might live under model conditions, are also bearing fruit in Firestone Park, a beautifully laid out suburban area near the factories. Here Firestone people are able to purchase their own homes on deferred payments.

Beside being president of the parent company, Mr. Firestone is president of its subsidiaries, the Firestone Tyre & Rubber Co., Ltd., Canada; the Firestone Steel Products Co., Akron; the Firestone Footwear Co., Hudson, Mass.; Firestone Cotton Mills, Fall River and New Bedford, Mass.; Xylos Rubber Company, Akron; the Firestone Park Land Co., and a director of the Firestone Tyre & Rubber Co., London, England.

Mr. Firestone is a past president of the Rubber Association of America. He served as a member of the Ohio Council of National Defence during the War and he was instrumental in the organization of the Rubber Division of the War Industry Board.

Director of Many Enterprises

Mr. Firestone is a member of the Chamber of Commerce of the United States, the Highway Education Board, the John Burroughs Memorial association and a director of the New England Historic Genealogical society.

Mr. Firestone was president of the Ohio Federation of Churches. He is the donor of the Firestone University Scholarship, which provides a college education for the high school pupil submitting the best essay in an annual national contest, the essays each year being on subjects pertaining to improved highways.

Mr. Firestone is a member of Ohio Society, of New York, the India House, New York, Detroit Athletic Club, Detroit Union Club and Mayfield Country Club, Cleveland, the Portage Country Club, University Club and City Club, Akron, and the Congressional Country Club, Washington, D. C.

Philadelphia taxicabs owned by the Mitten Company are also experimenting with the invention, and saving 9 per cent. in the cost of fuel.

It is understood that London omnibus companies desire to experiment with Mr. Godward's invention.

COLOUR-BLIND

2.5, Not 25 Per Cent

Mr. Mervyn O'Gorman, vice-chairman of the R.A.C., who gave evidence before the Royal Commission on Transport, has now written to the Commission on the subject. In his evidence he urged the abolition of the use of red as a danger signal and the substitution of symbols.

In his letter Mr. O'Gorman apologises for a slip in missing a decimal point. He had stated that 25 per cent. of the male population were partially or totally colour-blind. This proportion should be 2.5 per cent.

"But I have not misled the Commission as to the serious objection to the continuance of placing reliance on red, apart from form and grounding of symbols or lights," he writes. "Of 71,994 men examined, 2,653 were found to be colour-blind."

"Expanding this figure for the 7,000,000 drivers (including cyclists) in England, 250,000 persons, of whom the great majority are unaware of their defect, are unwarned by mere colour, or are less clearly warned than the authorities expect and believe."

"A fraction of this number would suffice to enforce my plea which was solely directed to assist towards safety on the road. Actually, owing to the careful rejection of the colour-blind from many occupations (railways, sailors, pilots, fliers, those engaged in wool sorting, dye works, paint-making and paint-using, and many in the textile industries,) those who remain available to drive on the road are chosen, from a concentrate of the colour-blind."

Mr. O'Gorman also pointed out that there are few colour-blind women—about one-fortieth of the number of males.

PUSH-CYCLES

By-Law That Should Be Enforced

A new by-law was recently introduced by the Colombo Municipality prohibiting the rider of a pedal-cycle from carrying any other person on the machine.

This by-law was brought in at the instance of the Automobile Club of Ceylon which pointed out the danger, both to the push cyclist and the motorist, of the practice of the cyclist carrying another person on his cycle.

The by-law which has been in force from January 1 this year does not, however, appear to be enforced by the Police, and the Automobile Club is making strong representations to the Police to take action.

Writing about this by-law to the "Ceylon Observer" the Secretary of the Automobile Club states:—

"To the motorist particularly, this restriction means the removal in Colombo of what has been hitherto a very serious menace on our roads."

Judged by the actual number of accidents in which cyclists have been involved, this risk might be put down by the casual observer as almost negligible, but on how many occasions has the quick action and the driving skill of a motorist saved the thoughtless cyclist from serious harm?

"It would be interesting to know whether there is a motorist in Ceylon who has not, at some time or another, felt that cold shiver down the spine, as a cyclist swerves across his path entirely without warning. Fortunately modern four-wheel brakes have helped considerably to lessen this risk, but the action taken by the Colombo Municipality, on strong representa-

"MARVELLOUS!"

Advance in the Car

"Because the conquest of the air assumes a more spectacular feature we are apt to overlook the marvellous advance which has been made in the automobile," says a recent editorial in the Lincoln (Nebraska, U.S.A.) Star, commenting on the record breaking performance of the U. S. Army airplane "Question Mark."

"Some of the greatest engineering triumphs have been recorded in this industry. In endurance the automobile engine has demonstrated its superiority over the airplane. Under the auspices of the American Automobile Association at the Atlantic City Speedway last July 21, four stock cars from the Studebaker factory started on an endurance test and continued running until August 9, covering a distance of 30,000 miles in 26,326 minutes. The last 1,000 miles was covered at a speed of 71 miles an hour, and the average for the 30,000 miles was 68.37 miles an hour."

"In speed the airplane holds the record with a mark of 381 miles per hour. For sustained performance or endurance the honours are all with the automobile. As against the 12,000 miles covered by the "Question Mark" in its record smashing performance of continuous flight, the automobile has 30,000 miles chalked to its credit."

"In both fields engineering genius has scored notable triumphs which are worthy of enduring recognition in the annals of civilisation. Certainly we have reached the point where every demand of this age, when seconds become precious and the urge is to save time, has been answered."

MILAN TO OSLO

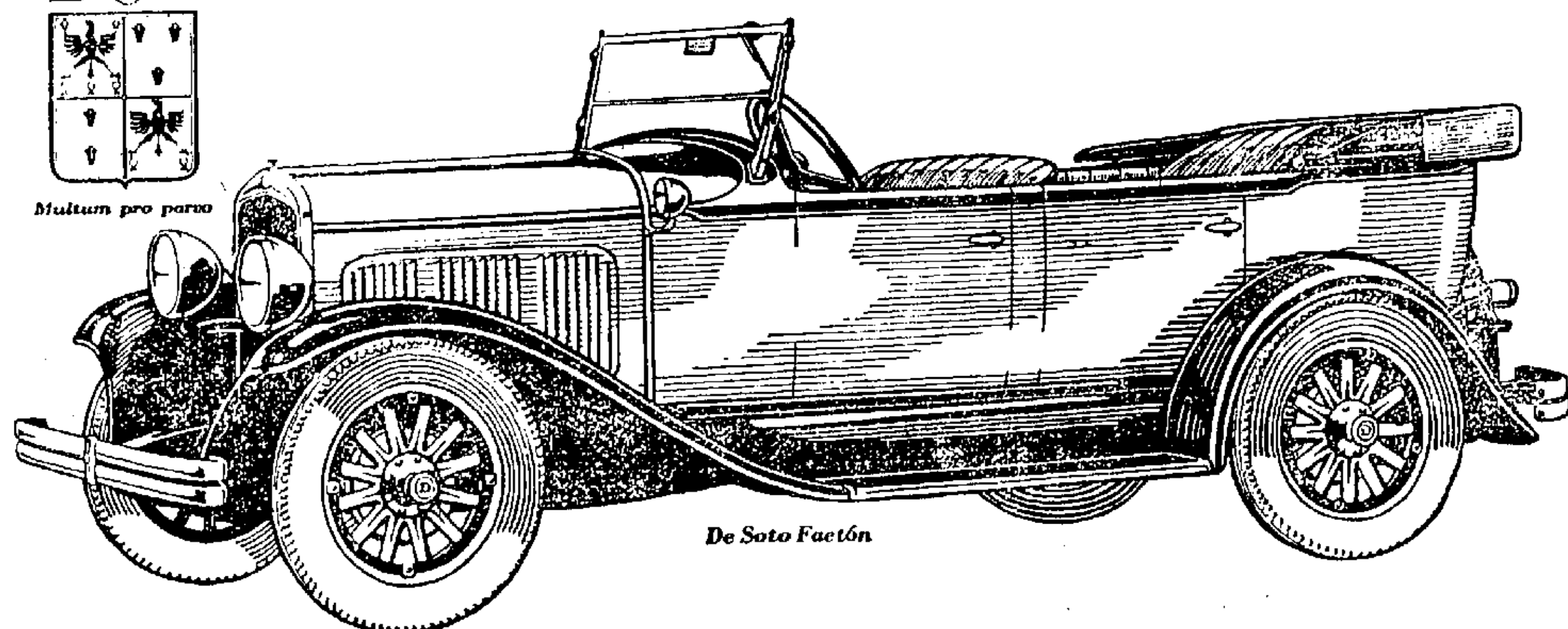
A Commemoration Run

Italian motorists recently sought to honour the memory of the great Norwegian explorer, Amundsen, who perished in a gallant attempt to bring help to the crew of the "Italia," by organizing a visit by road to the Norwegian capital. The run, which was organized by the Automobile Club of Milan, was rendered difficult by reason of the advanced season and the high altitude of the countries traversed, and submitted both men and machines to a severe test.

Rain, snow, ice, and biting winds had to be endured, while the high average speed to be maintained for the distance of nearly 1,400 miles made it necessary to drive at a fast pace. Among the cars taking part in the run was a Fiat model 520 six cylinder, with Mr. Eugene Silvani, of Milan, at the wheel. This car behaved excellently throughout, and was one of those arriving within the time limit imposed. The driver stated that not only the public by the roadside but the drivers of other cars were much impressed by the speed, the acceleration and the road holding qualities of the Fiat, which was one of the few cars to get through without serious difficulty.

tions made by the Automobile Club of Ceylon, means that the majority of cyclists will have more control over their machines and is an important step towards Road Safety.

"It is only to be hoped that this lead will be followed by all the Local Bodies concerned throughout the Island; the risks which are difficult (or impossible) to reduce, represent a sufficiently serious barrier to accident-free roads that no effort can be spared to deal with those capable of elimination."



All that is finest in motor car enjoyment—the exceptional power, the instant responsiveness, the marvelous smoothness, the brilliant style and colourful individuality which appeal to people everywhere and call forth universal admiration of Chrysler—can now be yours in the popular-priced six-cylinder field through the new De Soto Six.

**DE SOTO
SIX**

PRODUCT OF CHRYSLER

New Style—New slender-profile radiator; longer, still lower body lines; balanced color combinations; new arched window silhouette; new bowl-type lamps.

New Performance—Astonishing power from the new "Silver-Dome" high-compression engine; smoothness and quietness at all speeds; unusual economy

of petrol and oil; four-wheel hydraulic brakes.

New Luxury of Riding—Ample space for five adults.

Exceptional ease of riding. Hydraulic shock absorbers.

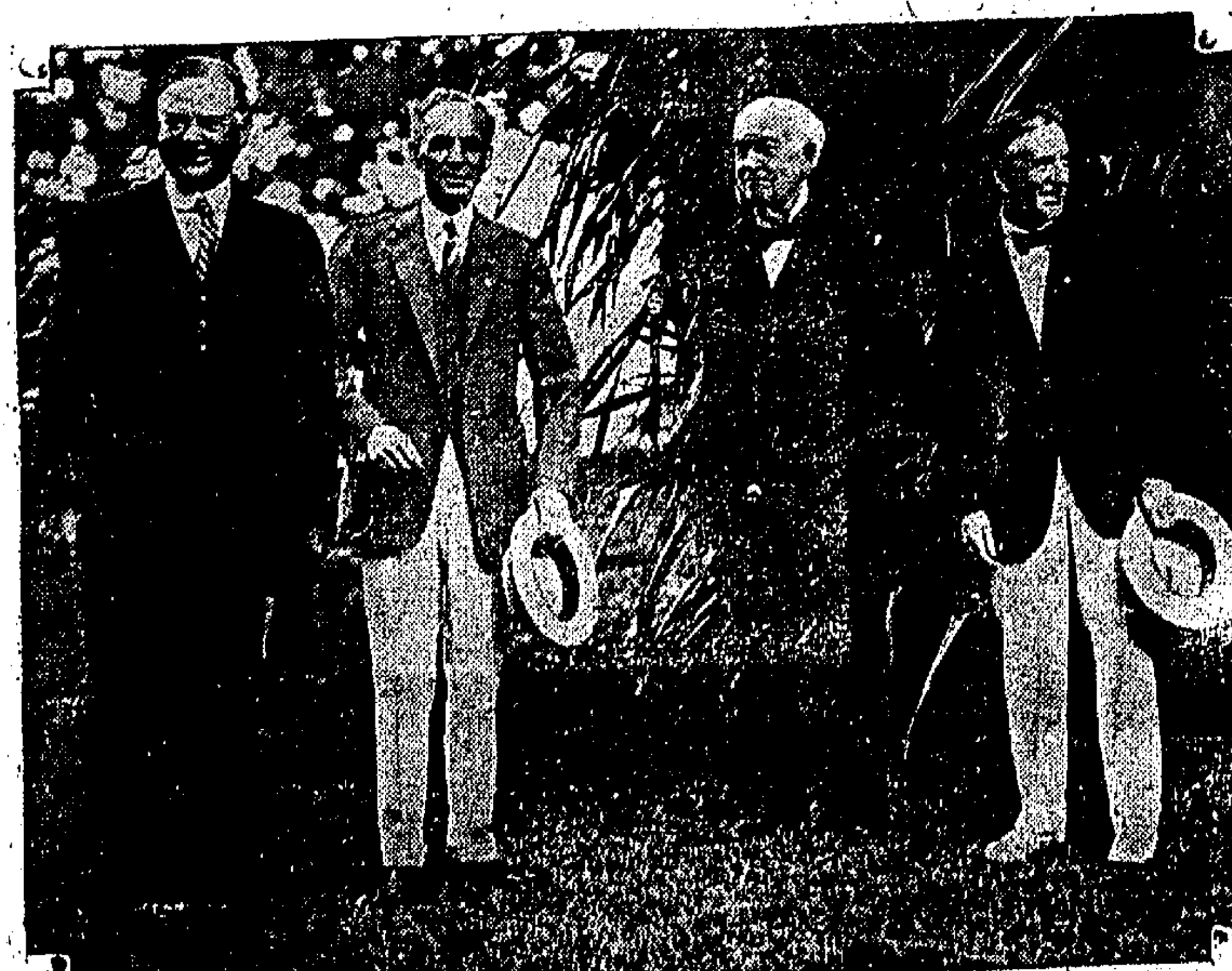
New Elegance—Interior appointments of a distinctive richness and elegance; fine quality fixtures throughout; high-grade mohair upholstery for closed models; genuine leather, pigskin grain, for open models.

Sole Agents:—

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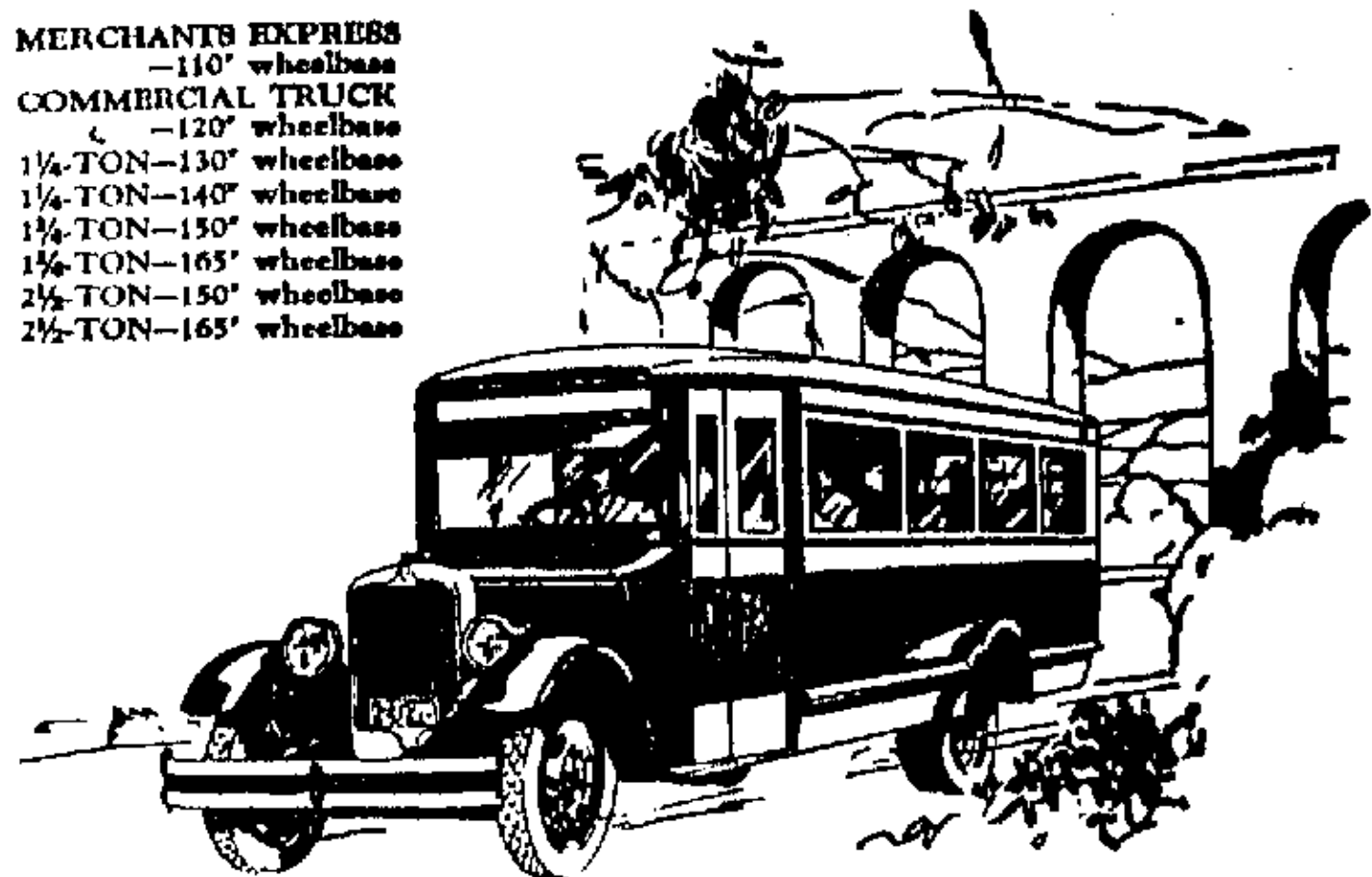
30-32, Des Voeux Road C.

Hoover, Ford, Firestone With Edison



Left to right, President Herbert Hoover, Henry Ford, Thomas A. Edison and Harvey Firestone, grouped on the lawn of the Edison winter home at Fort Meyers.

Chassis
 MERCHANTS EXPRESS
 —110" wheelbase
 COMMERCIAL TRUCK
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 1½ TON—130" wheelbase
 1½ TON—140" wheelbase
 1½ TON—150" wheelbase
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One of our customers writes
 No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre

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FOUR WOMEN PILOTS.—All ready for outboard motor boat racing, wearing their life-saving jackets, a very necessary precaution for this daring sport. Left to right:—Miss Maskell, Miss B. Debenham (of motor-cycling fame), Miss Hall and Miss Hawkes.—(Sport and General).

CLASSIC ART

Chrysler Car Beauty

Chrysler Beauty is no chance creation. Chrysler designers realise fully that beauty is an elusive thing and that the pursuit of it in motor car design must not be hampered by too rigid adherence to laws and conventions. But Chrysler has also found that there are so many glorious precedents and inspirations in art, architecture and design, that the search for authentic and harmonious symmetry can actually be reduced to something like a scientific system in which results are certain. Chrysler has left nothing to chance. Chrysler has not relied alone upon the inspiration of individual designers. Chrysler has sought instead to do something never done before in motor car design—to search out these authentic forms of beauty which have come down the centuries unsurpassed and unchallenged.



MUD TRIAL FOR MOTOR CYCLISTS.—The large entry of 184 competitors, including women, in the third annual Southern motor trial for the Motor Cycle Cup, starting at Brasted, Kent, experienced a veritable mud trial. The whole of the 60-miles' course was a quagmire, several of the competitors being stopped by the mud clogging their wheels. Here is a scene at Cooper's wood, near Wortham, Kent, B. N. Reavell on a 249 Dunell, coming to grief at a difficult section.—(Sport and General).

and translate them in terms of motor car beauty and motor car utility.

The beauty of new Chryslers has been widely discussed. Amos Parrish, at the Harper's Bazaar fashion conference recently ended in New York, in discussing 1926's six best contributions to merchandising, rated "Chrysler's job in realising the vital importance of automobile fashions" as one of them.

Taking the new Chrysler "75" as an illustration, note first the relation of front bumper, lamp tie-rod and radiator. Stand squarely in front of the car and notice the symmetry of these lines. Artists know it as a "rising, diminishing series." The level floor or level road, the slightly arched bumper, the shorter arched tie-rod above, and finally the still shorter and more deeply arched radiator contour, form a series of lines in perfect harmony.

Lotus Leaf Pattern

In the relation of radiator, lamps and fenders we next find a modification of the Egyptian lotus leaf pattern. In this modern application it is perfectly proportioned and applied with consummate artistry in blending beauty and utility.

Now step around to the side and notice the relation of the hood contours. For the first time in the motor car's history the natural harmony of its radiator and rear hood strip has been recognised and developed. The introduction of the Chrysler "slender-profile" radiator not only disposed of one of the last unsightly relics of the early automobile but also introduced a feature of harmony, in conjunction with the cowl bar moulding, which is reminiscent of the best of Greek art. If you will stand opposite the rear door of a "75" sedan, about 10 feet away, and look forward at the hood, slanted slightly toward you, then visualise the Frieze of Parthenon, you will see its celebrated motif clearly duplicated in this view.

The straight side view reveals a striking harmony of fender contours. Notice how the long sweep of the front fender is echoed in the corresponding sweep of the back part of the rear fender. Also how the steep dip of the front of the rear fender, with its beautiful fillet at the base, finds its counterpart in the apron of the front fender. These lines are dynamic, symbolising the fleet, smooth forward motion of the car. They find their counterpart in the

NOVEL THIEF TRAP

Fleet's 1,000,000 Mile Run

Nearly one million miles have now been covered in twelve months by the fleet of motor cars, heavy vehicles, motor cycles and cycles which is continually issuing from Fort Dunlop, Birmingham, to try out tyres on every sort of road.

The most dramatic test made was carried out, at the request of the Police, with a spiked mat for stopping thieves escaping by motor car. The mat effectively punctured all four tyres, which were of the wired variety, at speed, and, although they instantly went flat, not one of them left its well-base rim nor did any dangerous consequences ensue either to the mock "criminals" in the car or to those watching them.

The actual distance covered by the whole fleet was 929,000 miles and by night or by day there was at least one of its units upon the highway throughout the year.

"wave border" of the classic pieces of architecture and design.

A New Note

Visualise the beauty of an arch bridge as it is when seen from slightly above and to one side. Then, keeping that picture in your mind, get slightly above and on the left front side of the "75" sedan. Your mind gets the same picture! The "flat arch" window contours of the Chrysler closed cars present a new note in window design in perfect harmony, relieving the unsightly "squareness" of the conventional window. Also, note how the two front windows are wider than the rear quarter window, providing an appearance of greater body length and adding, at the same time, to the width of the front and rear doors. This is a perfect example of how maximum utility and perfect artistry go hand in hand.

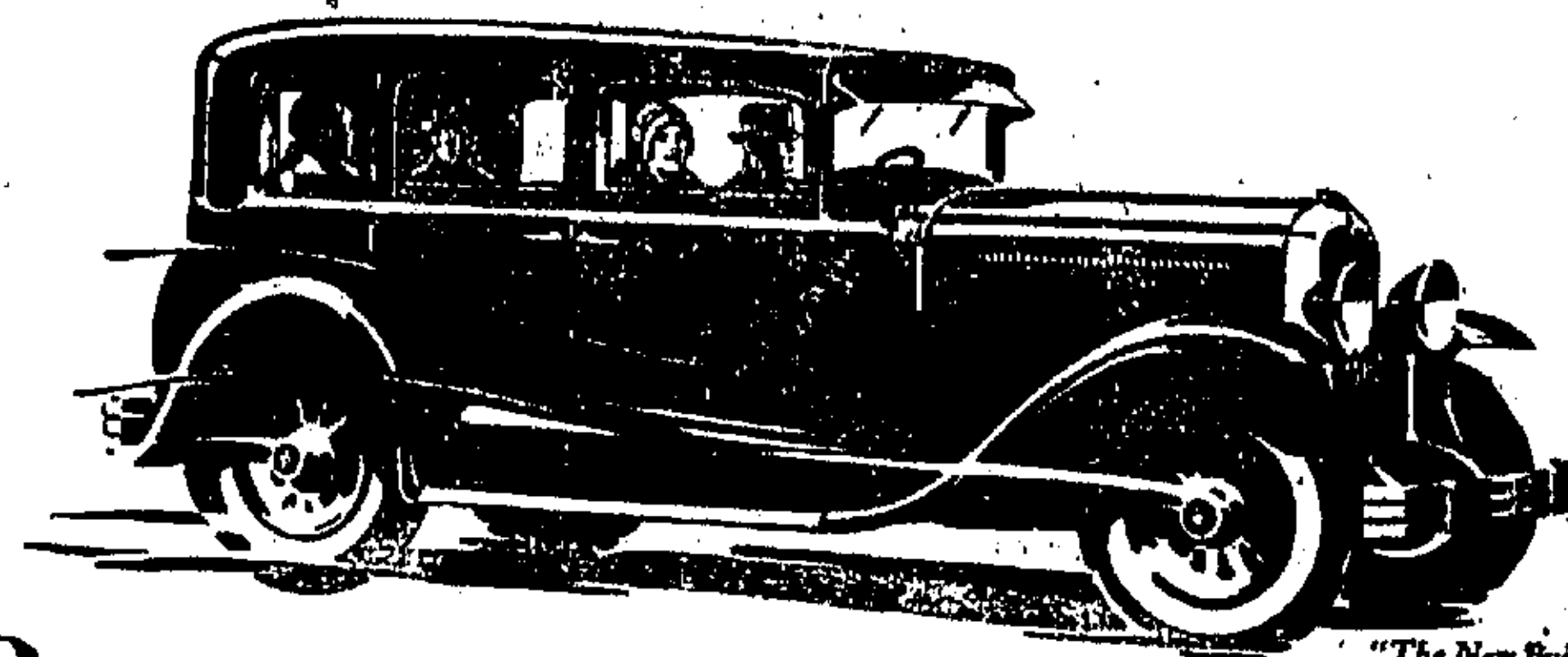
By looking carefully about, the alert person will discover other and numerous beautiful details. It is the sum total of these, plus correct inherent design, which give the Chrysler its distinction among all cars. To enumerate a few:

The roof line gradually rising then sloping sharply, but with perfect contour at the rear; the "echo" of the roof line in the upper window mouldings; the echo of the arched windows in the hood louvre panel. The front corner post is not square but arched—again that "flat arch" motif, this time upright. The front corner post echoes the rear line of the car. The visor is not square but rounded. The main moulding or belt is proportioned to the height, narrow at the front, wider at the back. Its flowing, continuous lines suggest speed. Notice the total absence of sharp breaks.

There is scarcely a straight line about the entire car—just a succession of beautiful curves.

One may confidently assume that the thoroughness of the development of this Chrysler dynamic symmetry is paralleled by a minute attentiveness to detail in the mechanical design of the car. Previous discussion has given the public a keen appreciation of the standards by which mechanical quality may be appraised; now good design is coming into its own as not only an interesting subject but one of vital importance. In the future it will be increasingly to the public's advantage to be well versed in motor car beauty and the reason underlying that beauty.

Get behind the wheel
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Everybody says it
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 Before you decide-Drive!

You want the finest—you want the best—you want your next car to meet your highest expectations . . . The only way to be sure is to drive before you decide . . . and driving will lead you to Buick as surely as this dynamic car incorporates an entirely new, a revolutionary, order of performance!

Take that drive today!—prove to your own satisfaction what scores of thousands of motorists in all parts of the country are daily confirming—

—that this dashing car with Masterpiece Bodies by Fisher marks the new peak of performance as well as the new style—the vivid new mode—of car design—

—that it delivers fullest measure of all the qualities that motorists desire . . . and that this is the vital reason why more than twice as many people purchase Buicks as any other automobile listing over \$1200!

Buick Motor Company, Flint, Michigan
 Division of General Motors Corporation

Buick Motor Cars are available on very attractive hire purchase terms.

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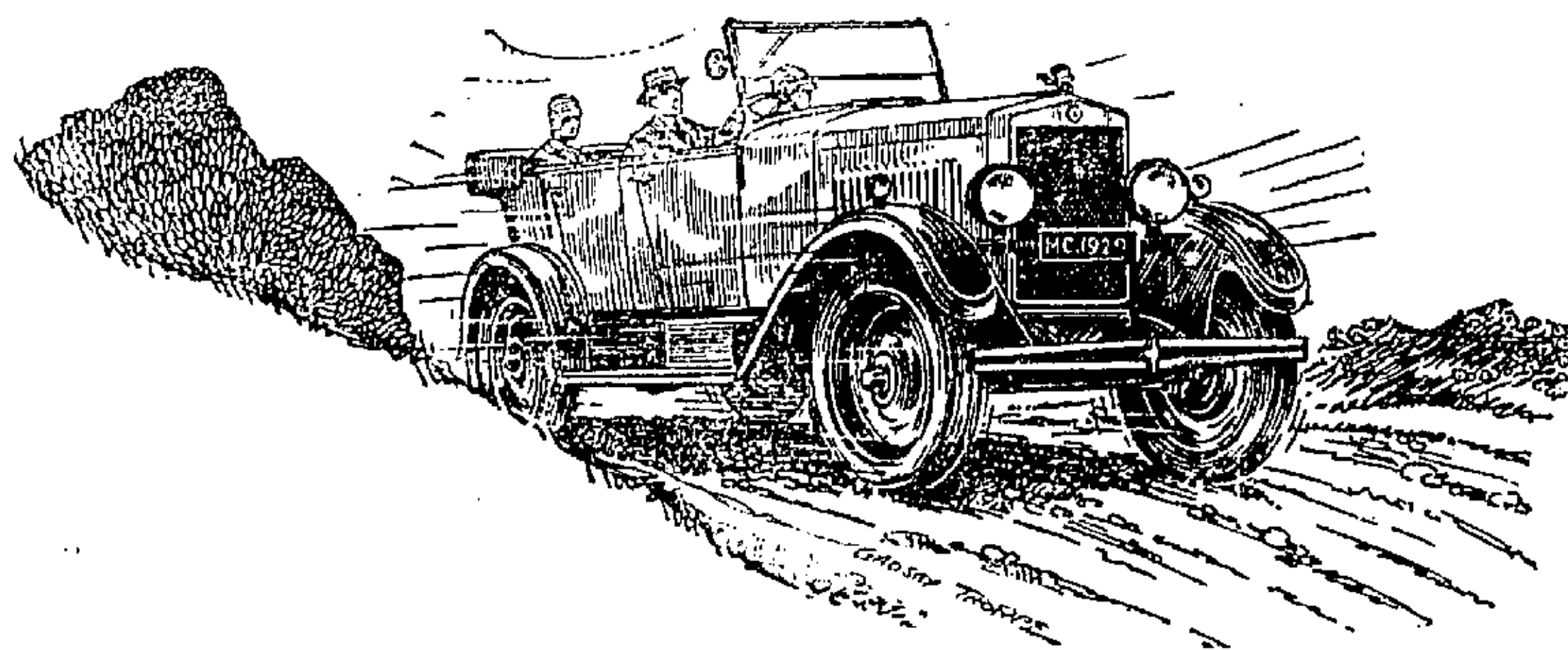
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.



a car for your roads



A FULL five-seater car with high clearance, 56 in. track, a deep springing—and built like a steel bridge! A power output that is smooth, certain in all conditions of climate. A fast mover, a hill climber. As strong as many horses and always reliable.

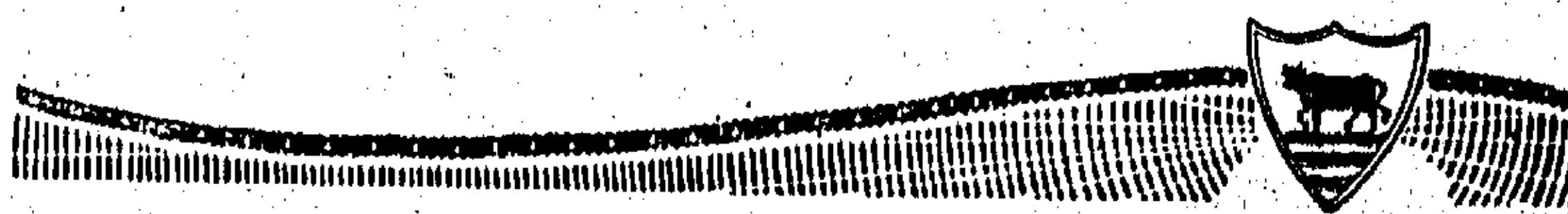
This is the higher-powered Morris-Cowley, the car that was designed with a foreknowledge of colonial conditions. Built with a care for detail—a choice of material, to ensure its hundred per cent. efficiency under the most arduous usage. It is a most successful car, this worthy product of Europe's greatest automobile building organisation.

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Hongkong Sunday Herald.

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K.O.S.B. BAND

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1.48 p.m. Weather Report
7.48 p.m. Evening Weather Report

8 p.m. Evening Programme
(Victor Records supplied through the courtesy of Messrs. S. Moutrie Co.)

"Egmont Overture" (Beethoven, Op. 84)
Victor Symphony Orchestra
"One Lives But Once" (Waltz) (Strauss-Tausig)
Piano Solo, Sergey Rachmaninoff
"Tannhauser The Evening Star" (Wagner)
"Die Meistersinger Prize Song" (Wagner, Wilhelm)
Violoncello Solo, Pablo Casals
"Thais Meditation" (Massenet)
"Tannhauser Chorus" (Kreiser, Op. 3)
Violin Solo, Fritz Kreisler
"Thou Heavenly One" (Verdi)
"Turrida's Farewell" (Mascagni)
Tenor, Giovanni Martinelli
"Jesus Christ Is Risen Today"
"All Hail The Power of Jesus Name"
Trinity Choir
"Messiah And The Glory" (Handel)
"Messiah Amen Chorus" (Handel)
The Royal Choral Society and the Royal Albert Hall Orchestra
"Hosanna" (Easter Song)
"God So Loved The World"
Trinity Choir
"O Come, Everyone That Thirsteth"
"I Waited For The Lord"
Choir of the Temple Church, London.
"Abide With Me"
"Lead Kindly Light"
Soprano, Amelia Galli-Curci
9.15 p.m.—Band Concert (Informal) by the band of the 2nd Battalion, The King's Own Scottish Borderers (by kind permission of Lieut.-Colonel L. J. Comyn, C.M.G., D.S.O. and Officers), Relayed from "Peninsula Hotel."
10.30 p.m. Close Down.

VACCINATION

St. John Ambulance Brigade

WEEKLY RETURN

The number of Chinese vaccinated, free of charge, by members of the Ambulance Brigade, up to and including March 28 was as follows:

Chinese Y.M.C.A. Division	28,470
King's College Division	27,692
Railway Division	19,911
Indian Division	5,032
Kowloon Division	106,920
Mongkok Division	130,965
Shaikwan Division	9,933
Un Long	1,714
St. Joseph's College Division	6,362
Victoria Nursing Division	743
Y.W.C.A. Nursing Division	449
Total	329,750

S.S. "PRES. LINCOLN"

Prominent Passengers Arrive in the Colony

Those included among the passengers of the s.s. "President Lincoln," which arrived in Hong Kong yesterday from Seattle were:—

Mr. Joseph J. Krastel, an engineer with the Standard Oil Company of New York, making a business trip to Hong Kong and South China.

Mr. James E. Casse, accompanied by his wife, Mr. Casse is an architectural engineer of Shanghai, making a pleasure and business trip in South China, and the Philippine Islands.

Mr. S. Gibson Kirkland, a commercial business man of Shanghai and New York. He will spend 3 months in and around Manila on a business trip.

Mr. Hudson Manning is an engineer for the Standard Oil Company of New York. He is making a business trip to Manila, and will then return to Hong Kong.

Mr. William Voss is affiliated with the Dayton Price Company of New York, and is on a business trip to the Muller and Phipps (Asia) Company, Limited of Manila.

Mr. Williams, an engineer of Philadelphia, is making a business trip to Manila.

TWO DEAD HEATS.

(Continued from Page 1.)

Han Lin's Desert Storm 152 lbs. (Mr. Loo) 0
Kitchell & Li's Duke of Melrose 161 lbs. (Mr. Harriman) 0
J. C. Macgown's Duke of Niebling 148 lbs. (Mr. Reidy) 0
Clater's Erin's Isle 160 lbs. (Mr. Charles) 0
Endler's Gold Medal 151 lbs. (Mr. Newbiggin) 0
Ho Kom-tong's Kom Tong Hall 150 lbs. (Mr. Wong) 0
N. Hashin's Sunning 153 lbs. (Mr. Clark) 0
G. E. Mockler's Twilight Eve 150 lbs. (Mr. Mockler) 0
W. K. Lo's White Mist 140 lbs. (Mr. Blackhouse) 0

Time: 1 min. 33.2 5 secs.
2 1/2 lengths, 3 lengths.
Pari-mutuel, winner \$10.70; places, 1st \$7.20; 2nd \$23.50; 3rd \$18.60.

Winner	Places
Huntington	485 724
Thunderbolt	179 408
Sunning	172 277
Duke of Melrose	57 113
Kom Tong Hall	55 130
Blue Danube	52 120
Blue World	43 88
Erin's Isle	39 100
Duke of Niebling	33 69
Brigade Call	12 18
Gold Medal	8 19
White Mist	8 17
Twilight Eve	6 18
Desert Storm	3 10
Are of Spades	3 14

Favourite at just over evens, Huntington was in front from start to finish. Sunning and Thunderbolt, who were joint second favourites, failed to catch the judge's eye even for place. There was some excuse for Thunderbolt, running out of his class and handicapped by a poor start. Sunning had no excuse, however. He was second to Huntington at the critical moment but failed in the run in the straight.

Blue World's effort was belated. At the mile post second place was assured but this pony never looked like spelling danger to Huntington. Blue Danube came out of the rack, ran side by side with Thunderbolt for a while, and finally forged ahead to earn third place money.

Twilight Eve was a bad last. Duke of Melrose was very prominent in the paddock but never showed up in the race.

4.—First Aggregate Stakes: One Mile. Value \$500. For all China Ponies. Catch weights at 10 st. 9 lb. Winners of a race Value \$600 or over other than a race confined to Subscription Griffins, or Ponies that have won the aggregate prize in the Aggregate Stakes in any season, 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb. A Cup to be run for five times, or as decided by the Committee, called the Aggregate Cup, will be presented at the end of the season to be won by the pony scoring most marks in the races for the Aggregate Stakes at the extra meetings during the season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race this season to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts, such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 16 lbs. In the event of two or more ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$1,000, or shall run off on a day to be fixed by the Committee, not being the same day as the last race for the Stakes but within two weeks therefrom. In the event of a run off the weights shall be weight for inches as per scale. Entrance \$5. 2nd prize: \$300. 3rd prize: \$150.

Belth & Heard's Christmas Chimes 154 lbs. (Mr. Heard) 1
Hinson & Wong's Chesapeake Bay 154 lbs. (Mr. Wong) 2
Lau & Lee's Duke of Chantilly 154 lbs. (Mr. da Roza) 3

Time: 2 mins. 05 secs.
A head, 4 lengths.
Pari-mutuel, winner \$8.50; place, 1st \$8.30.

Winner	Places
Christmas Chimes	924 303
Chesapeake Bay	588 188
Duke of Chantilly	239 74

A fine race and Mr. Heard's third victory—making three in succession.

Christmas Chimes drew the rails and made the pace with Duke of Chantilly running side by side. Mr. T. L. Wong, on Chesapeake Bay, held hard behind. After two furlongs, Mr. Wong reduced the gap and ran two lengths or less behind the other two. Turning into the straight, Christmas Chimes shook off Duke of Chantilly. Chesapeake Bay had come up but now Mr. Heard had sensed the

danger and brought Christmas Chimes up the whole length of the straight under the whip.

Mr. Wong left his effort till after the mile post and failed by a head. Had he exercised his judgment otherwise, the favourite might have been beaten. Duke of Chantilly was beaten four lengths by Chesapeake Bay on merit.

5.—Commonwealth Handicap: "A" Class: Six Furlongs—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Han Lin's Monterey Bay 145 lbs. (Mr. Loo) 0
Dynasty's Young Pretender 152 lbs. (Mr. Bulleel) 1
Ho Kom-tong's Imperial Hall 151 lbs. (Mr. Wong) 3
Ho Kom-tong's City Hall 140 lbs. (Mr. Backhouse) 4
Yam Man's Our Prince 158 lbs. (Mr. da Roza) 0
Hynes & Mackie's Peck 144 lbs. (Mr. Clark) 0
K. H. Kay's Tarmacadam 142 lbs. (Mr. Harriman) 0

Time: 1 min. 32.4 5 secs.
1/2 length, a neck.
Pari-mutuel, winner \$175.50; places, 1st \$13.70; 2nd \$6.90; 3rd \$6.20.

Winner	Places
Imperial Hall	618 914
Young Pretender	410 581
Tarmacadam	162 328
Peck	110 226
Our Prince	108 264
Monterey Bay	38 127
City Hall	36 100

Monterey Bay, the first outsider to pass the winning post at the right moment, returned an excellent dividend. Second and third were the two ponies carrying most of the money.

Tarmacadam cracked the pace. Monterey Bay and Peck were well up but the latter dwindled out after running two furlongs. Young Pretender was another pony with the vanguard.

Both Imperial Hall and City Hall were content to stay at the rear until the 1/4 mile post.

Into the straight Tarmacadam showed the way with Young Pretender showing up on the rails. Then Monterey Bay came into the picture in the middle and Imperial Hall swept up on the outside. Monterey Bay forged ahead and stayed there to surprise the crowd. Young Pretender beat Imperial Hall narrowly, what time City Hall had come up close to the rails with a neck burst at the end, only to be thrown out of stride through being shut in. There was some confusion on which made no difference to the result. Had City Hall been able to get a clear run, the verdict might have been different.

6.—Empire Handicap: "B" Class: One and a Quarter Miles—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Yam Man's Fifty-Fifty 157 lbs. (Mr. da Roza) 1*
Dynasty's King's Falloch 152 lbs. (Mr. Bulleel) 1*
W. E. L. Shenton's The Pheasant 163 lbs. (Mr. Clark) 3
Dyer & Belth's Loch Elvie 153 lbs. (Mr. Heard) 4
Service's As You Like It 143 lbs. (Mr. Clarke) 0
Roda's Bright Prospect 144 lbs. (Mr. Backhouse) 0
Cheng & Ng's Doubtful 149 lbs. (Mr. Loo) 0
Glenside's Fanling Stag 152 lbs. (Mr. McCartney) 0
Lee Fu-wing's Little Thunder 153 lbs. (Mr. Wong) 0
Stanton & Reidy's Mowgli 150 lbs. (Mr. Reidy) 0
Chan & Rafeek's Nara Stag 150 lbs. (Mr. Harriman) 0
Loo Cheuk-suen's U N II 148 lbs. (Mr. Proulx) 0

Time: 2 mins. 43.3 5 secs.
* Dead heat, 1 1/2 lengths.
Pari-mutuel, winner (King's Falloch) \$16.40, (Fifty-Fifty) \$15.30; places: 1st (King's Falloch) \$9.50, (Fifty-Fifty) \$9.30; 3rd \$7.50.

Winner	Places
The Pheasant	411 620
Fifty-Fifty	235 357
Mowgli	234 308
King's Falloch	212 340
Loch Elvie	168 367
U N II	135 160
Little Thunder	74 116
As You Like It	25 62
Nara Stag	54 98
Bright Prospect	12 15
Doubtful	12 48
Fanling Stag	7 15

The Pheasant was favourite. Fifty-Fifty, Mowgli, King's Falloch and Loch Elvie were also well supported. The favourite was beaten, Mowgli disappointed, Loch Elvie met with misfortune and the other two in the betting ran a dead heat. Mr. da Roza, on Fifty-Fifty, kept well ahead for most of the race. U N II was also in front but had had enough after a mile.

Fanling Stag was another pony fairly prominent in the early stages to fade out at the end.

Into the straight, Fifty-Fifty showed the way with The Pheasant fighting hard to get on terms but defeated by the weight and the going. King's Falloch improved steadily and was going strongly at the finish to pass the post together with Fifty-Fifty. The Pheasant ran on into third berth.

On the outside, Mr. Heard took Loch Elvie up after the distance post but had the hard luck to be interfered with by U N II who ran wide. The last named and Little Thunder were fifth and sixth in an interesting race. The joint winners paid well in both the winner and places section.

7.—Union Plate: Six Furlongs. For China Ponies. Non-winning Subscription Griffins of this Club of this season. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

John Peel's Skinfaxi 155 lbs. (Mr. Heard) 1
Gubbys's Sunshine 152 lbs. (Mr. Backhouse) 2
Topside's Mountain Air 155 lbs. (Mr. Harriman) 3
Mac's Zephyr 155 lbs. (Mr. Seth) 4
Mrs. R. M. Dyer's Aberdeen 158 lbs. (Mr. Bulleel) 0
Hee Cheong's Bronze Idol 156 lbs. (Mr. Charles) 0
Lau & Lee's Duke of Normandy 11 158 lbs. (Mr. Wong) 0
R. M. Austin's False Alarm 152 lbs. (Mr. Newbiggin) 0
Service's King's Parade 153 lbs. (Mr. Churchill) 0
Hynes & Mackie's Papaya 152 lbs. (Mr. Clark) 0

WHEN YOU ARE ON LEAVE

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Ho Sai-man's Pink Pearl 150 lbs. (Mr. Ho Sai-man) 0
Service's Sopron 150 lbs. (Mr. Clarke) 0
J. C. Macgown's Sunloch 155 lbs. (Mr. Reidy) 0
Harbot's The Jungle Book 152 lbs. (Mr. da Roza) 0

Time: 1 min. 34.4 5 secs.
3 lengths, 1 length.
Pari-mutuel, winner \$9.80; places, 1st \$6.70; 2nd \$28.00; 3rd \$18.60.

Winner	Places
Skinfaxi	634 928
Duke of Normandy	255 377
Papaya	125 334
Sunloch	80 64
Zephyr	76 124
Mountain Air	66 118
Aberdeen	44 72
Sunshine	43 70
Bronze Idol	22 51
The Jungle Book	15 110
King's Parade	10 22
Sopron	9 17
Pink Pearl	4 12
False Alarm	3 17

Once again Mr. Heard won with good judgment and rewarded his admirers with nearly even money although his mount, Skinfaxi, was a hot favourite. Duke of Normandy II, next in demand, was never convincing. Papaya, also supported, ran nowhere as well, but ahead of Duke of Normandy II.

Skinfaxi had a good start but Mr. Heard preferred to let the others lead. At the two miles' post he took his pony to the van and stayed there to win comfortably.

The Jungle Book, having previously made the pace, fell back as did Zephyr, on which Mr. Harrod Seth made one of his now rare appearances.

After the distance post, Sun-

shine began to stretch out and ultimately was placed second.

Mountain Air created a mild sensation by coming through from the far end to snatch third money in the last few strides from Zephyr, which had just beaten The Jungle Book in the run in. Next were Bronze Idol and Papaya.

8.—Dominion Plate: One Mile—For China Ponies. Subscription Griffins of this Club of this season. Winners of one race weight for inches; Winners of two races 5 lbs. penalty; Winners of three or more races, 10 lbs. penalty; non-winners, allowed 5 lbs. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

Tester & Abraham's The Ape 155 lbs. (Mr. Harriman) 1
Chan, M. & A. E. M. Rafeek's Flying Stag 155 lbs. (Mr. Soares) 2
Dyer & Belth's Loch Aish 160 lbs. (Mr. Heard) 3
Wayfoong's The Jamaica 155 lbs. (Mr. Clark) 0

Time: 2 mins. 18.1 5 secs.
1/2 length, 3/4 length.
Pari-mutuel, winner \$19.20; places, 1st \$20.90; 2nd \$40.10.

Winner	Places
The Jamaica	900 743
The Ape	363 180
Loch Aish	234 201
Flying Stag	56 59

A hundred yards from the winning post all four runners were in a straight line and a desperate set-to ensued with the honours absolutely open.

Flying Stag had been permitted to set the pace—a very slow one—with The Jamaica very hard held (some thought unnecessarily so) next, with The Ape and Loch Aish bringing up the rear. Down the incline and rounding the last bend, The Jamaica gained on Flying Stag. Hereabouts The Ape fell back and appeared to have been finished. Loch Aish followed the leaders—third.

In the straight Flying Stag (on the rails), thanks to hard riding, re-caught The Jamaica; but Loch Aish had drawn alongside. Soon after passing the mile post, The Ape came again but, through Mr. Harriman's waiting game, was obviously shut in. Thanks to Loch Aish not closing in, Mr. Harriman found a gap and drew level with the other three, the spurt continuing to the winning post. Flying Stag beat Loch Aish and The Jamaica was close up fourth—in that position more because of the rider preferring to pull hard at the beginning than because the pony was not good enough.

9.—Empire Handicap: "A" Class: One and a Quarter Miles—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100.

Chan Tin-sien's Winsome Stag 153 lbs. (Mr. Soares) 1
Hynes & Mackie's Pickle 144 lbs. (Mr. Clark) 2*
Ho Kom-tong's Town Hall 153 lbs. (Mr. Wong) 2*
L. Dunbar's Delaware Bay 143 lbs. (Mr. Harriman) 0
Eve's Grand Tattoo Eve 160 lbs. (Mr. Reidy) 0
Yam Man's One-Third 142 lbs. (Mr. Loo) 4

Ho Kom-tong's Rose Hall 146 lbs. (Mr. Ho Sai-man) 0

Time: 2 mins. 37.3 5 secs.
1 1/2 lengths, * dead heat.
Pari-mutuel, winner \$29.20; places, 1st \$8.10; 2nd (Pickle) \$10.80, 2nd (Town Hall) \$6.40.

Winner	Places
Town Hall	626 709
Grand Tattoo Eve	389 469
Winsome Stag	229 327
Pickle	131 175
Delaware Bay	66 224
One Third	33 81
Rose Hall	17 38

Showing form like that he displayed at the time before his leaving the Colony (he won the Derby on Ideal Dahlia in 1923), Mr. F. M. L. Soares rode a smart race to win on Winsome Stag. The time, for the condition of the course, was excellent. Making the pace with his light impost, Mr. Soares eased Winsome Stag off just a shade before the grand finale, when he staved off the challengers with confidence—and returned a fine dividend. Town Hall (the favourite) and Pickle hung on grimly. One-Third was the only other pony within striking distance. The remainder of the field were "killed" by the terrific pace.

Grand Tattoo Eve found the 160 lbs. far too much to carry and Rose Hall ran an inglorious last. Mr. Harriman, on Delaware Bay, was also caught napping by the early bursts but came through the rack after a mile—and improved no further.

Pickle looked like doing the trick at the distance post but failed to catch the winner. Meanwhile Mr. Harrod Seth made one of his now rare appearances.

(Continued at foot of next Column.)

CHINA WAR

(Continued from Page 1.)

launch a general offensive, as the central authorities wish to conclude the expedition in the shortest possible time.

Chen Tiao-yuan has gone to Pengpu to take charge of the garrisoning of the southern section of the Tientsin-Pukow Railway.

State Council's Order

A State Council has ordered Liu Hsiang in Szechuan to advance into Western Hupah in order to prevent the Wu-Han troops from joining up with Yang Sen from Tainan.

30,000 of Feng Yu-hsiang's troops have gone eastward to take over the garrisoning of the Tsinan-Kiaochow area, following the Japanese withdrawal.

Pei Tsung-hsi

Tokyo, Yesterday.

According to the War Office General Pei Tsung-hsi is now in Canton.

Murdered Japanese

Commenting on the Press reports that a Japanese has been murdered at Tsi Ho, Shantung, the Government spokesman states that an official report says that it has been unable to verify the murdered man's nationality so far, as the head was cut off.

The Foreign Office has ordered investigations and is awaiting a further report.—Reuter.

More Support For Nanking

Yen Hsi-shan, in a circular telegram, denounces Wu-Han and announces his support of Nanking.

The Struggle For Shantung

Chang Tsung-chang yesterday called on several foreign Consuls at Chefoo and stated that Sun Chuan-fang would shortly be joining him. His next objectives would be Tsinan and Taingtao and as soon as the Japanese withdrew he would fight Feng Yu-hsiang if he attempted to come in. As far as is known Chang Tsung-chang controls 35,000 men, including Chu Yu-pu's troops.—Reuter.

Feng Telegraphs To Nanking

Nanking, Yesterday.

Kuomintang headquarters here have received a telegram from Feng Yu-hsiang stating that he arrived yesterday at Huashan, Shensi.—Reuter.

Wong had come again with Town Hall to dead-heat with Pickle for second place. Next were Delaware Bay and Grand Tattoo Eve, far behind.

The Officials

The officials for the meeting were:—

Patron:—H.E. Sir Cecil Clementi, K.C.M.G.

Honorary Stewards:—H.E. Vice-Admiral A. K. Waistell, C.B., H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill.

Stewards:—Mr. C. G. S. Mackie, Chairman, Mr. B. D. F. Beith, Mr. R. M. Dyer, Sir Henry Gollan, Kt., C.B.E., Hon. Mr. A. C. Hynes, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.

Officials

Mr. C. G. S. Mackie, Clerk of the Course.

Mr. D. E. Clark, Judge.

Mr. R. M. Dyer, Mr. C. B. Brown, Incharge of the Scales.

Mr. W. D. Fiddes Wilson, Starter.

Mr. S. A. Sleep, Second Starter.

Mr. F. Sutton, Paddock.

Mr. C. M. S. Alves, Mr. H. W. Moon, Handicappers.

Mr. A. A. Alves, Timekeeper.

Dr. J. C. Macgown, Honorary Surgeon.

Major F. Roche Kelly, R.A.V.C., Mr. L. Reidy, R.M.C.V.S., Honorary Veterinary Surgeons.

Mr. C. B. Brown, Secretary.

Linstead & Davis, Treasurers.

Band Music

The following programme of the 2nd Battalion the King's Own Scottish Borderers under Bandmaster W. H. Fitz-Barle, A.R.C.M.:—

1.—Overture, "Vanity Fair" Fletcher.

2.—Suite of, "Four Indian Love Lyrics" Finden.

3.—Humoresque, "A Coster's Courtship" McKenzie.

4.—Selection, "The Mikado" Sullivan.

5.—Two Hungarian Dances Nos. V. and VI. Brahms.

6.—Selection, "The Yellow Mask" Duke.

7.—(a) Fox Trot, "Happy Days and Lonely Nights" Fisher. (b) One Step, "Puppchen" Gilbert.

8.—Selection, "American" Thurban.

9.—Pot-Pouri, "Martial Moments" Winter.

10.—Galop, "John Peel" Hunt.

Blue Boynets Over the Border. God Save the King

OFF TO INDIA

Air Liner Leaves For Basle

5,000 MILES' TRIP

London, Yesterday.

The Armstrong Siddeley air liner, inaugurating the Imperial Airways Service to India, left Croydon at 10 o'clock en route to Basle on the first stage of her 5,000 miles' flight.

The pilot is Captain A. S. Wilcockson.

Distinguished "Passengers" Later.

There was a complete absence of fuss when the first air liner for India departed to the scheduled minute.

The Air Minister, Sir Samuel Hoare, his secretary, Major Bullock, Air Vice-Marshal Sir Vyell Vyvyan and one of the Air Ministry Directors of Imperial Airways were the only passengers. 364 lbs. of mail were aboard.—Reuter.

BIG DEAL

Radio and Telephone's Tentative Plan

JOINT STATEMENT

New York, Yesterday.

The Radio Corporation and the International Telephone and Telegraph Company have jointly issued a statement to the effect that their agreement is merely an accord regarding the desirability of the consolidation of their communications and interests and is a tentative plan under which this might be accomplished when the law permitted.

The statement adds that the unification of communications such as has occurred in the British Empire will be to the interests of the United States.—Reuter's American Service.

An earlier telegram was to the following effect:—

The "Herald Tribune" states that an agreement has been signed in Paris for the sale of the Radio Corporation's subsidiary company, the Communication Co., to the International Telephone & Telegraph Co. for \$100,000,000.]

FOR THE POLE

Submarine Getting Ready

NOVEL ADVENTURE

New York, Yesterday.

Sir Hubert Wilkins has fore-shadowed the possibility of crossing the North Pole in a submarine inside a month. The actual Arctic voyage will be 2,000 miles of which one-fifth will be on the surface as leads in the ice about every 25 miles will be available for cruising at an average depth of ice of 10 to 15 feet with a maximum of 120.

The "New York World" says that Sir H. Wilkins will use a submarine now being fitted out at the Simonslake Submarine Works Bridgeport, Connecticut. It is 98 feet long and will be equipped with extraordinary devices for protecting a crew of twelve.—Reuter's American Service.

SYDNEY-WYNDHAM

Start of Non-Stop Flight

SINGAPORE LATER

Sydney, Yesterday.

Captain Kingsford Smith and Mr. Ulm, the first airmen to fly across the Pacific, have started on a non-stop flight of 2,000 miles to Wyndham, West Australia, en route to Singapore and thence to Britain.—Reuter.

BUBONIC PLAGUE

Japanese Report From Foochow

Peking, Yesterday.

A message from Foochow says that Japanese sources report an outbreak of bubonic plague and that there have been several cases.—Reuter.

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